UNIFRUITCO

April
1929

Vol. IV
No. 9

M. E. Schoen
Editor

Hardwood Timber—A Tropical Crop of the Future
By PROFESSOR D. M. MATTHEWS
The Travel Complex
By R. W. LINEN
History of Malaria and Results of Control Measures in the Preston Division
By DR. P. MALARET, Jr.
Tales of the Great White Fleet
Refrigeration and the *Venus*
A Challenge to Banana Men—Everywhere!
By E. S. WHITMAN
Mr. Wm. Newsome Decorated by the Norwegian Government
San Francisco and Her Waterfront
By J. K. BLACK
Importance of Anticipating Material Requirements
By WALTER L. LONG
Care in Handling Freight Shipments
Lester W. Minchin, Vice President Fruit Dispatch Company
Turrialba—A Reverie
By RAFAEL C. CALVO

Published Monthly by United Fruit Company

For Employees in all Branches of its Service

UNITED FRUIT COMPANY
BOSTON MASSACHUSETTS.

At the left is shown two-year-old teak, Trinidad

In oval, ten-year-old teak trees, Trinidad

In the photograph at the right, three-year-old cedar, Caracas, is featured

At the left, eighteen-year-old mahogany trees, Trinidad, are seen

HARDWOOD TIMBER
A TROPICAL CROP OF THE FUTURE

By D. M. Matthews

Professor of Forest Management, University of Michigan, and Consulting Forester for Banes Division

"It is entirely possible," says Professor Matthews, "that as more of the world's agricultural land comes into cultivation, it will be desirable for us of the temperate zones to concentrate our attention on the production of softwoods and turn over to the tropics the job of raising the world's supply of hardwoods."

SOME twenty-five to thirty years ago a few far-sighted individuals in the United States sounded a warning. They were concerned over the rate at which we were consuming our timber resources as compared with the rate at which they were being renewed by growth. These men were called alarmists, and perhaps they did over-emphasize the danger which existed at that time. But, because their warning was not heeded, what may have been an alarmist's opinion then is the actual truth today and, as such, is gradually receiving recognition.

Conservation of all national resources is becoming an accepted policy, and there can be no doubt that we will, in the long run, take the necessary steps to put the nation on a self-sustaining basis with regard to all materials which can be most economically produced within our own borders. But no matter how energetically we may pursue this policy, or how complete our final utilization of our land resource, there will inevitably be a hiatus in the steady supply of first grade timber, especially of hardwoods, to which we have become so accustomed and upon which so much of our industry is dependent. We are the greatest wood-using country in the world, and it is inconceivable that we will change our habits with regard to the use of wood merely because we are faced with a temporary shortage of supply from within our own borders. That substitutes will take the place of wood for some uses is inevitable; and this is currently taking place. But there is an irreducible minimum beyond which we cannot substitute for wood, especially as regards the higher grades and products for what we might style luxury uses. These "luxury" woods will always be in demand as long as they are available and we have the money to purchase them, and it will make little difference to the ultimate consumer whether the wood is grown within our own borders or imported from abroad.

It is, therefore, perfectly natural that those industries which consume the greater portion of our hardwoods, especially the furniture industry, the veneer industry, the handle industry, and the automotive vehicle and implement industry—to mention only a few—should be already looking outside this country for a source of supply of the higher grades no longer obtainable in adequate quantities at home. That they should turn to the tropics in this necessity is to be expected. And whereas we have drawn on the tropics in the past only for a few species which, because of their particular characteristics with regard to grain, color, or durability, have been in special demand, we are likely in the future to draw upon this resource much more heavily and to recognize that many other species besides these few have attributes which permit their wide utilization within the United States.

The general opinion concerning tropical forests is that they contain only a few species which are of any use, and that in general they cannot be put under production on a scale comparable to those of the temperate zone. This is not true, and the fact is that there are billions of feet of timber in tropical countries

which can be developed and marketed on a large scale by the methods which have proved successful with our forests in the United States. It is true that we do not know just what the extent of this tropical timber resource is, or the characteristics of many of the species which comprise it, but plans are now on foot to determine definitely these points, and preliminarily it is estimated that there are in tropical America probably not less than five thousand billions of board feet of timber, a large proportion of which will be found suitable for use in the industries of the United States.

WHERE, then, is the reason, in the face of this tremendous undeveloped supply, for the planting of forest trees in the tropics? At first sight it would seem less than necessary—in fact even foolish. But when we consider that the present forests of the tropics have developed in a most productive region and, in addition to the valuable species which may make up the bulk of the volume, contain also an infinite number of less valuable but easily reproduced wood species, it is clear that natural reproduction following logging in these regions will be difficult if, indeed, it is at all possible. It is the opinion of the writer, who has had the opportunity over a considerable number of years to observe the results after logging in the tropics and in several other countries, that logging upsets the age-long balance of the forest at the expense of the very crop which we wish to see come up after the cut, and that both the volume composition and species composition of any forest in the tropics which is heavily logged, is at once changed to that of a lower grade.

This is the strongest of all arguments for the management of tropical forests by the clear-cutting and planting system. Clear-cutting, wherever it is possible, always simplifies the logging problem, gives a greater net return from the harvested crop, and thereby releases a greater sum for reinvestment in the next crop. It therefore seems inevitable that, as tropical species come into more general use, and as the present forests come into utilization instead of being destroyed to make way for agriculture, as they have been in the past, a demand will arise for a continued supply of the better grades of woods which these forests produce; and when the intensive utilization of tropical forest resources eventuates there will at the same time arise a necessity for reproduction of certain species on an intensive scale, which can be done only by planting.

This opinion is not mere guesswork, for this demand has already arisen in the case of species which have been for a considerable time required on the world markets. Thus forest plantations of teak are being established throughout India and Burma, and are the main source of forest revenue to that large colony which the Dutch administer in the East Indies. Likewise, extensive areas of forest plantations have been established in South Africa where the authorities have come to the conclusion that "a cultivated forest makes in four years what the wild forest does in from one hundred to two hundred years."

The financial success which has been attendant upon the establishment of forest plantations in Africa, India, and the Dutch East Indies has not been much advertised, and is generally unappreciated. Nevertheless, a few far-sighted firms on this side of the world have turned their attention to this phase of

Nine-year-old white oak plantation

This plantation is red oak, seven years old

Below: black walnut plantation, nine years old

land use. In Venezuela, for instance, as long ago as 1890, a German company holding railway concessions from the Venezuelan government, foreseeing a timber famine in Venezuela, and looking on their concessions as a wasting asset, decided on a policy of tree planting along their lines. This policy they have actively continued up to the present time and expect to continue for the next ten or fifteen years. At present they consider the future value of their planted forests a greater asset to them than the residual value of their concession which expires toward the close of the century.

There is still another reason for considering forest plantations in the tropics a sound business venture at the present time. We have previously stated that it is entirely probable that we in the United States will take the necessary steps to put ourselves on a self-sustaining basis with regard to all materials which can be most economically produced within our own borders. Thus it is certain, and entirely right, that we will plan to produce our own coniferous timber. No country in the world has available a better climate or better soils for the production of this class of timber. It is questionable, however, whether such is the case with regard to hardwoods, and it is certain that our northern hardwoods cannot again be raised to the size which we are at present using, and pay a reasonable interest on the capital cost of their establishment. Coniferous trees of quality cannot be raised in the tropics, except in high altitudes, but hardwood timber can, and at a much more rapid rate than in any part of the temperate zone. With the possible exception of teak in India, Burma, and the Dutch East Indies, plantation practice with timber species in the tropics is still in its infancy. Nevertheless, the work thus far done indicates that we may expect at least twice the production per acre per year with mahogany in the tropics that has been obtained on the best sites in Europe with oak; and that Spanish cedar (Cedrela mexicana) will produce four times the growth of oak. Rates of

growth in Trinidad have been demonstrated to be up to an inch in diameter per year for open-grown mahogany, cedar and teak, with rates ranging from six-tenths of an inch to an inch per year in plantations. Thus it is probable that we may expect the following yields with successful plantations of these species in the tropics as compared with oak in Europe:

PER ACRE

Age	*Mean Diameter*		*Yield—cu. ft.*	
Years	*Mahogany*	*Oak*	*Mahogany*	*Oak*
30	12"	4.3"	4,500	1,700
40	16"	6.1"	6,000	2,930
50	19"	8.2"	8,000	4,000

Of course the initial work in the tropics with plantation grown timber will be greatly handicapped owing to our lack of knowledge of the growth requirements of the various species which it may be desirable to handle, but it is interesting to note that exceptional success has been obtained on this side of the world with an exotic species, teak, whose silvicultural requirements were fairly well known as the result of many years of experience with the species in Burma and India. The adoption of the methods of those countries met with instant success when the species was planted in Trinidad. Not only was a high percentage of germination obtained, but there was little failure in plantations, and it has shown a rate of growth greater than it usually attains in the countries where it is indigenous. This fact is significant as indicating that success in forest plantation work in the tropics is contingent upon a thorough knowledge of the requirements of the species handled, and can be confidently anticipated when such knowledge is available. Immediate success with all valuable species cannot be expected, but sufficient information is available with regard to a few species to warrant a start with them on a commercial scale in plantations. The future of markets would seem assured, for timber production in plantations cannot aim to supply the needs of the present, but those of the future; and no matter how effectively we may bring the wild forests of the tropics to contribute to the world demand for timber of high grade, the plantation product will, in the long run, be the cheaper to produce.

As populations increase and more of the world's agricultural land comes into cultivation, it is entirely possible that it will be desirable for us of the temperate zones to concentrate our attention on the production of softwoods and turn over to the tropics the job of raising the world's supply of hardwoods. If conservation is the wise use and maintenance of resources, this would be true conservation.

THE TRAVEL COMPLEX

¶ In this breezy little paper R. W. Linen, General Passenger Agent, New York, tells how to change an "inferiority" or a "superiority" complex to a "travel" complex

IN the first place, let me say that this article has not been submitted to the Medical Department and therefore should not be taken as official or authoritative—it treats only of complexes as the layman or the superficial student of psychology knows complexes (or thinks he knows them) and the application of psychology to modern business, especially to our own problem of filling our ships with passengers.

To the "man in the street" there are, perhaps, only two or three complexes that are within the bounds of his limited comprehension; of these the "inferiority" complex and the "superiority" complex are the most commonly known. Now, practically every potential passenger has one of these and therefore the up-to-the-minute passenger solicitor will first endeavor to discover by means of a few diplomatic inquiries the complex from which the patient (beg pardon, the prospective passenger) is suffering. If his trouble is found to be "inferiority," his "ego" needs building up and it is the duty of the solicitor to intimate

how a cruise ticket via the Great White Fleet gives him the opportunity to lord it over the ship's crew of sixty men, more or less, if he so desires, to say nothing of our shore representatives—how for twenty-two days he will be monarch of all he surveys. Surely after such an experience he cannot help but return with an "exaggerated ego" and with his "inferiority" complex greatly reduced. These cases are comparatively simple to deal with, particularly if you are of the aggressive go-getter type of solicitor so popular in modern sales campaigns, as you have only to bring your strong personality to bear upon a man's "inferiority" complex and it is found to collapse and bring him to the point where he will write his check for any amount, even to a room with bath or a suite.

Having dealt with the "weak sister" type first, we come now to the sufferer from a "superiority" complex. Here we must use more subtle methods, as this man is himself a go-getter, and strong-arm methods would lead only to antagonism and failure. Begin by telling him how good he is and what wonderful results he has attained in his business —(if you don't know of these, assume them to be so, as you may be sure he won't deny them)—then remark how much it must take out of him to get such results and suggest how tired his nerves must be and how they could be built up and restored by sea air, new scenes, new faces and experiences. Now point out to him that all of the heavyweights in business or public life take two or three vacations a year—that the pace at which business moves requires it—that all really big executives have able assistants who can keep the wheels moving for two or three weeks. This will get him and you have only to maneuver the size of his check—naturally a man of his importance is accustomed to all the creature comforts and cannot possibly travel in anything cheaper than a room with private (accent on the private) bath.

We come now to our point, which is changing both "inferiority" and "superiority" complexes to "travel" complexes. Each of the mythical gentlemen we have had under discussion will, when he returns, have developed more or less of a "travel" complex and from that time on is a prospect for another trip. In other words, you have prepared the ground for a new planting just as the Production Department prepares ground for a new banana planting; instead, however, of using a "sucker" from an old plant, the Passenger Department uses a follow-up system, advertising and other modern methods to implant the germ in this now fertile soil.

All this may seem a trifle facetious. We plead guilty. The fact remains, however, that modern business calls for the application of a certain amount of psychology. What, after all, is advertising? Just a series of suggestions to the public that they have need of what you are selling, and when this urge or desire is created you have only to convince people that yours is the article best suited to that need and they are "sold".

A Book Well Worth While

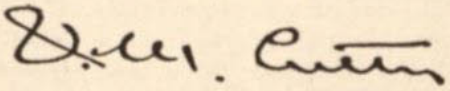
Editor, UNIFRUITCO:

I want our officials and employees to have the opportunity of knowing about Samuel Crowther's book "Romance and Rise of the American Tropics".

There is a liberal education on Latin America in this book. Its pages are filled with history and sparkling romance. The opinions of an independent author of note regarding the achievements of our Company as he sees them, should be of great interest and profit to everyone connected with our Company.

I recommend Mr. Crowther's book to our employees as a contribution to that background of knowledge which will always be useful to any one in the service of our Company.

Yours very truly,



EDITOR'S NOTE:—On receipt of Mr. Cutter's letter, I asked the publishers to allow me to send each of our readers a copy of the prospectus. It is enclosed in this issue. Arrangements have been made with Doubleday, Doran & Company, the publishers, to allow employees a 20 per cent. discount, making the price $4.00, and those desiring to take advantage of this offer may place their orders through their Division Accountant.

History of Malaria
and Results of Control Measures in the Preston Division

By P. M*alaret,* Jr., M.D.

CHAPTER I

Have you ever heard mentioned the theory that the disintegration of the Greek and Roman empires was caused by malaria which reduced their man force from conquerors to subjects? Do you know that in all scientific pursuits there are three grand historical epochs or ages?

These and many other equally interesting facts are dwelt upon in this paper by Dr. Malaret and told in such fashion that both the medical student and the layman alike will find himself absorbed in it.

FROM an economic standpoint, malaria, or malarial fever, is probably the most important disease today with which man has to deal. Widely prevalent in tropical and subtropical regions, it has certain characteristics which distinguish it from all other diseases. Most important of these is the fact that, with a relatively low mortality in comparison to its morbidity, it leaves in its wake what has aptly been described as *a mass debilitation of labor.* In localities where it exists it is always endemic —there are a limited number of cases always present in a given region—with frequent seasonal epidemics, widely diffused, rapidly spreading, and attacking many people at the same time; and this constant oscillation between endemic and epidemic conditions results in the infection, sooner or later, of most individuals of a given region; in the presence at all times of a large percentage of infected persons; in the occurrence of infection and continued reinfection of the most exposed individuals; and, finally, in leaving the population of a malaria-ridden locality in a most debilitated and anemic condition. While the infected individuals can continue to live and do their daily work, their impoverished physical condition admits of only restricted effort, with the result that their earning capacity and their standard of living must be lowered, not only because an ambition to improve one's circumstances is dependent upon a satisfactory physical condition, but also because the inability to earn a substantial wage necessarily prohibits the maintenance of a high standard of living. The result is evident: malaria, by devitalizing the inhabitants of a community, lowers the labor output. This automatically diminishes the earning capacity of the individual, which inevitably results in widespread poverty, ignorance and filth. These conditions make a fertile field for the propagation of malaria and other infectious and contagious diseases; and thus a vicious circle is established, which, when continually operating, brings about *a mass debilitation* of the labor force of the region.

Fortunately, in some cases the natural law of checks and balances comes to the rescue of the human species, and a point is reached where a balance is struck and man unconsciously becomes adapted to the presence of malarial parasites in his system by developing some degree of tolerance. While the parasites kill off those not adaptable (usually in childhood—and hence the large mortality in the first years of life in malarial zones), the others survive; and yet the survivors, because of their parasitized condition, are but pitiful physical shades of what man is in healthier regions.

Other infectious diseases, such as pneumonia, typhoid fever, yellow fever, etc., either prove fatal or the patient is cured. Malaria infection kills some victims, while others recover entirely; but in most instances the individual continues to harbor the parasites

during his entire span of life, and consequently to lead a lethargic existence. Therein lies malaria's peculiar malignancy, if uncontrolled, and its tremendous importance to employers of labor in malarial regions.

The history of the world records many instances where naturally bountiful agricultural areas have been uninhabitable; or, once inhabited, depopulated because of malaria. We may even mention the theories which allege that the disintegration of both the Greek and the Roman empires was caused by the fact that their armies, which were sent into far distant lands, contracted malaria; and their soldiers brought back with them, along with their garlands and crowns of victory, that little insignificant animal parasite, which, once planted in their midst, caused such havoc in their man force as to reduce them from conquerors of the known world to virtual subjects of the barbarians. These theories have been very ably analzed by W. H. S. Jones, who seems to agree with them in believing that the malarial fevers which had been devastating the Italian peninsula were as instrumental in weakening the fiber of the Romans as the luxuries and dissipations in which they indulged. We are not discussing here the verities of such theorizing, but simply mention them as an evidence of the tremendous influence persons deeply versed in malariology can ascribe to this disease.

BECAUSE of our present knowledge such extreme conditions as those mentioned above can no longer exist in any given area. But before we discuss the modern conception of malaria let us hark back to early medicine and see if we can profit by following the evolution of man's ideas on the subject. As Garrison says, in all scientific pursuits there are three grand historical epochs or ages:

(1) Supernatural Age: when the phenomena of Nature are referred to supernatural causes, the anger of offended deities, etc.

(2) Metaphysical Age: in which certain ruling powers or mystical entities are assumed to govern natural phenomena; and these powers, although indefinable in themselves, are described in general terms such as miasma, malaria (meaning bad air), occult forces, etc.

(3) True Scientific or Positive Age: in which it is endeavored to classify and systematize all knowledge by exact observation and careful experimentation, and to explain all phenomena by ascertained facts, natural laws, and proximate causes.

Such periods, however, are not to be found following each other consecutively in the history of the world. Experience and knowledge vary widely in different latitudes, among different peoples, and in different individuals of the same place and period. At all times there have been privileged persons who have been able to comprehend and interpret natural phenomena, in an intelligent and scientific manner, while such knowledge was absolutely meaningless to the majority of their contemporaries although accepted centuries later by the world at large. Consequently, at any given time all three conceptions of phenomena may exist in men's minds in accordance with their varying mental capacities or opportunities for learning. This is the condition observed when we look up the history of the malarial fevers. Furthermore, in tracing the history of any specific disease we invariably find that at a certain period it was confused with other conditions showing somewhat similar manifestations, and one generic term was utilized to cover various diseases supposedly akin to one another. Thus we find that in the older literature malaria is confused with other febrile conditions such as typhus, typhoid fever, the different septic infections, etc., and it was not until Torti in 1712 introduced the use of preparations of cinchona bark (quinine) that the malarial fevers became differentiated from the others by the so-called therapeutic test whereby any fever which yielded to the drug was considered as malaria and those that did not were otherwise classified. The slender thread upon which such a distinction rested is evident today; but, even so, such a classification was a great step forward.

A review of the history of malaria, prior to the XVIII century, reveals several outstanding facts. One is that the disease seems to have existed from the oldest times, as the symptoms of this malady are mentioned in the records of the most primitive peoples. In Deuteronomy, which dates from the thirteenth century before the Christian era, it refers undoubtedly to malaria when it says that those who violated the supreme commandments would suffer from "the chill, the fever and the ardent heat, corruption of the

air and paleness." And Homer, 1000 years B. C., mentions in the Iliad febrile epidemics which appeared during the conquest of Troy.

From the earliest times the observation had been made that marshes and stagnant water were in some way associated with the production of fevers. It is said that Agrigentum, in Sicily (504-443 B. C.), checked an epidemic of a pestilence (presumably malaria), by draining swampy lands around the town of Selinunte.

The Suśruta, one of the three leading texts of Brahmanical medicine, dating from between the second and the fifth centuries, A.D., has a very recognizable description of malaria, which the author or authors attributed to mosquitoes!

As to the parasitic origin of malaria, the idea seems to have been very old. Varro, living in 116-27 B.C., ascribed the causes of the injurious effects of marsh miasma to the presence in the air of a multitude of imperceptible little insects which, leaving marshy places, penetrated into the body through the lungs and thus produced fatal diseases. This opinion was accepted by many ancients, and was the view taken by many authorities up to the time of the modern discoveries.

DURING the Middle Ages nothing was accomplished. We find that as late as the beginning of the XVI century Paracelsus (1490-1541), the famous German physician, contended that the malarious diseases were due to the influence of the stars. Sylvius de la Boë (1614-1672), a great Dutch professor, thought that malaria was caused by marsh emanations which were produced by the action of saline and sulphurous vapors arising from noxious spots and altering the composition of the atmosphere. Frederick Hoffman (1660-1742), Professor at Halle, had a somewhat similar theory. Many other theories, which nobody attempted to prove, arose from all quarters.

Our present knowledge of the aetiology of malaria dates back to the work of Giovanni Maria Lancisi of Rome, a great anatomist and greater epidemiologist. Garrison, in commenting upon a treatise published in 1717 by Lancisi, mentions that: "while stating the doctrine of miasma he shows a clear insight into the theory of contagion and the possibility of transmission by mosquitoes of which he gives a naturalist's account." He was the first to bestow upon the disease a name which he considered descriptive of its nature, calling it "paludum effluvium" (marsh exhalation) because he believed a marsh, lake, or some other form of stagnant water necessary to its production. The disease is still called Paludism, this being the more common term in Spanish speaking countries.

IN 1712, Francesco Torti, Professor at Modena, wrote an important treatise on the pernicious malarial fevers and their treatment by means of cinchona bark. That publication was influential in extending the use of the drug, and in restricting the term malaria (bad air), which he introduced, to those *fevers* which would yield to the drug.

From this time onward a gradually increasing number of scientific men became interested in the possible microbic or parasitic origin of the disease, especially following Pasteur's discoveries, and mosquitoes were more seriously considered as possible vectors or carriers of the disease.

In 1880, Alphonse Laveran, a French army surgeon, stationed at Algeria, in Africa, who had been making a systematic study of the disease, had the glory of being the first to see the living parasites in the blood of a malaria patient. Following his discovery, students throughout the world were able to confirm his observations and to complete the study of the parasites; and the work of the Italians—Marchiafava, Celli, Golgi, Grassi, and Feleti—was particularly brilliant.

Once the cause of the disease was known, the next step was to determine how these parasites gained an entrance into the body. Many theories were put forth, but none seemed to stand the test.

In 1897, Sir Ronald Ross of the Indian Medical Service, after arduous labors, was rewarded by finding in the stomach wall of an Anopheles mosquito a somewhat similar parasite to that which Laveran had seen in human blood. Later on, while studying the malaria of birds, he was able to follow the life history of the parasite in the mosquito until it reached the salivary glands whence it could be injected into the host. His subsequent investigations demonstrated that hu-

man malaria was also transmitted in this manner.

The story that human industry and curiosity had unraveled surpassed all imagination. Untiring and unceasing efforts had revealed that this disease, so common in many lands, was caused by the bite of a specific species of mosquito; that this mosquito, upon biting, discharged from its salivary glands a secretion loaded with certain animal parasites; that these parasites penetrated the red blood corpuscles of the human host, on whose substance they lived, causing the body so infected to sicken and perhaps die; that if the human organism were able to resist and adapt itself to the parasitic invasion, male and female forms of the parasite would develop, and would be ingested by the next Anopheles mosquito that happened to bite such human being; and that these sexual forms would be able to unite in the stomach of the mosquito, giving rise to a new generation of parasites, which, traveling to the salivary glands of the mosquito, would patiently await an opportunity to enter a human being and thus perpetuate their race.

(*To be continued*)

LONG SERVICE ORDER OF THE UNITED FRUIT COMPANY

Employees Who Entered the Service of the Company During April, 1909

Name	*Present Position*	*Department*	*Division*
Philip R. Calder	Chief Accountant	Comptroller's	General Office
Eugenio Fuero	Chief Clerk	Transportation	Banes
Eric W. Fulcher	Overseer	Agricultural	Panama
M. Van Der Laat	Agent—San Jose	—	Costa Rica

Employees Who Entered the Service of the Company Prior to 1909, Who Have Served a Total of Twenty Years or More, and Who Have Not Previously Been Listed in the Long Service Order

Charles L. Green, Master Mechanic, Cristobal, entered the service in December, 1905. He was out of the service for two periods—from July 10, 1918, to May 20, 1920, and from September 8, 1923, to February 10, 1926.

Captain Seymour Malcom went to the Banes Division July 2, 1902, and served there for 17 years, when he was appointed Captain of the S. S. *San Jose*. Captain Malcom served on various ships until he was retired in 1924.

FRUIT DISPATCH COMPANY

Employees Who Entered the Service of the Company During April, 1909

Name	*Present Position*	*Department*	*Location*
Herbert Riddick	Clerk	Messenger & Weighing	New York

Tales of the Great White Fleet

Chapter Eleven

Refrigeration and the S. S. *Venus*

EDITOR'S NOTE: *We are indebted for most of the following story to Mr. Llewellyn Williams, formerly Chief Engineer and Manager of the American Linde Refrigerating Company, appointed in* 1904 *the first Superintendent of Refrigeration of the* UNITED FRUIT COMPANY *and now with the York Ice Machinery Corporation. Mr. Williams' account, given from memory after twenty-five years, is remarkable for its accuracy of detail in support of facts presented in the Company's files. Quotations not otherwise credited are from Mr. Williams' account.*

THE year 1903 is memorable in the history of the Fleet for the adoption of two far reaching policies; first, installation of refrigeration, and second—its inevitable sequence—the decision of the Company to build and own its own ships.

These were Mr. Andrew W. Preston's plans and his was the master mind that put them into effect, ably assisted by Captain William Anderson, Mr. Llewellyn Williams, Captain William M. Rose, Mr. V. W. Barnes, and Mr. A. H. Stockley, and also by Mr. Crawford H. Ellis and Mr. Charles Weinberger at New Orleans where the first disheartening trial cargoes were landed and later the cargo that pointed the way to success.

Great credit is also due Workman, Clark & Company, Ltd., of Belfast, who waited patiently for the results of the trial voyages and then installed, with Irish workers, using the plans of an American engineer, American made refrigerating machinery in three ships under construction, the *San Jose*, the *Limon* and the *Esparta*. After twenty-five years of service they are still good and efficient vessels.

In 1901 the Elder-Dempster Company of England, under the guidance of Sir Alfred Jones, were using three refrigerated ships in their Jamaica-Bristol service, the *Port Morant*, the *Port Henderson* and the *Port Maria*, and the following year Elders & Fyffes, Ltd. had in similar service the *Oracabessa*, the *Chickahominy* and the *Greenbrier*, three English-built steamers of about 3,300 tons each, purchased from the Chesapeake and Ohio Railroad and converted to refrigeration by J. & E. Hall, Ltd., well-known English refrigerating engineers.

Although the fruit for these transatlantic voyages of eighteen to twenty-one days was cut thin to help retard or prevent ripening, and natural ventilation had become almost a fine art, it was evident that refrigeration had brought about great improvement in these cargoes.

Mr. Preston, thoroughly familiar with these facts, concluded that: "The use of refrigeration, therefore, would so prolong the life of the fruit that the UNITED FRUIT COMPANY could offer its customers a more stable product and widen the field of its activities besides rendering the railroad distribution of the bananas a more simple proposition."

Correspondence with J. & E. Hall, Ltd. led to a tentative form of agreement with that firm in February, 1903. The reason this agreement was not completed was, apparently, not because of its terms but because the design of the Hall system took too much cargo space. A disturbing factor in this use of space was passageways two and a half feet wide, below the air ducts, between the fruit cargo and the ship's side, on both sides of the ship, and on every deck.

Discussion by letter and cable with a view to eliminating this objection continued until April 15, when it was closed by a cable message from Hall's:

"To reduce all passages to twelve inches impossible."

In the meantime Mr. Williams, representing the American Linde Refrigeration Company, with head office in Montreal, had called upon Mr. Preston and discussed with him the

adaptability of their system to ship refrigeration. It was now arranged that Mr. Preston, Mr. Keith, Captain Anderson and Mr. Williams should go to Montreal to consider further this proposition. As a guide to requirements, the size of the machines and fans used on the *Oracabessa* were obtained by cable from Mr. Stockley on May 5, and on May 15 the party met in Montreal. Mr. Williams, reporting this meeting and its outcome, states: "The results of this trip having been satisfactory to them, Mr. Preston and the writer next discussed the feasibility of fitting out a vessel as a trial horse for American refrigeration. In this discussion I wished to refrigerate a 'tween deck space of, say, 25,000 cubic feet as being an adequate experiment, but Mr. Preston, with the breadth of vision and business daring which characterized his every endeavor, decided a whole vessel should be fitted or nothing. I remember well the mental effect of this decision on me, a young engineer familiar with the expense of such a large experiment, and the fear that something might go wrong, because whilst my Company knew the refrigeration game, we did not know the banana, nor its correct method of treatment and had to rely upon the advice of the men in the UNITED FRUIT COMPANY for this most important phase of the experiment, the success of which meant so much to us.

"Mr. Preston was insistent on the 'Whole Ship or Nothing' plan and suggested that I visit the various steamers of the fleet and select the one which appeared best suited by its construction for this experiment. He recommended the *Venus*, then owned by the Weinbergers of New Orleans and chartered by the UNITED FRUIT COMPANY, and trading between New Orleans and Central American ports.

"With Captain Anderson and Mr. Barnes, then Port Engineer of the Company, I made this inspection trip and found Mr. Preston's judgment in regard to the *Venus* entirely correct. She was the most suitable ship; in fact, the only ship suitable for refrigeration. Mr. Preston then issued orders that this vessel should be taken from her regular trade and brought North to be insulated and refrigerated by the American Linde Refrigerating Company under my personal supervision on a cost plus basis."

THE *Venus* was an iron steamship built in 1877, and was therefore at this time twenty-six years old. She had a capacity of 120,000 cubic feet which may be compared with the 85,000 cubic feet of the "Admirals". She was almost of exactly the same size as the *Ellis*, and was for those days in the fruit trade a large ship.

Mr. Preston's "orders," and much more, are contained in the following letter, written May 22, to Mr. Ellis:

"As you may be aware I have been giving considerable time and attention recently to the question of transporting bananas by the refrigerated system instead of natural ventilation and, while Hall's method as applied to the English ships is producing quite satisfactory results, I realize that the universal adoption of this method is handicapped by the amount of waste cargo space required by their plant, so much so that it is necessary to have ships at least 25 per cent. larger to carry the same number of stems as at present. * * * While wrestling with this problem I have had my attention called to a system of furnishing cool and fresh air, manufactured by a Montreal firm. This is a patented process and has been subjected to severe tests by the Canadian Government. Mr. Keith, Mr. Jones, Captain Anderson and myself went to Montreal and thoroughly inspected their method as applied to steamships running to England and Continental ports and as a result I am personally convinced that it is just what we need for our fruit business, as I do not think we will have to sacrifice over 5 per cent. of the cubic space to allow for its introduction. Wishing however to place the matter beyond all doubt I have arranged for Captain Anderson and Mr. Williams, the representative of the manufacturers, to go to New Orleans and meet the *Venus* and what other ships may be in port next week and inspect them with a view to introducing this system into the *Venus* during the latter part of July, which is as soon as they can get the engines manufactured.

"I am incurring the expense of sending Captain Anderson forward in preference to sending for detail plans of the ship so as to enable him to explain all matters connected with the installation and also to arrange through you for such conditions as may be

necessary with the owners of the ship. We propose of course to pay for the entire expense of this installation and also feel that we should compensate the owners for the supplies necessary for the engine such as oil, waste, etc. I also think that the first and second engineers of the ship should receive some further consideration from us for handling the engine. As to the question of time necessary to fit the ship, we must rely on your arrangements with and the good will of the owners. Just what they may be disposed to do we must leave with them. I think that in this matter you should draw up an agreement outlining the subject from the start. The question of engine supplies can be very easily arrived at—near enough to cover all practicable purposes. Of course at the expiration of the charter we will obligate ourselves to remove the engine and such other parts of the equipment as they may insist on. It will be our idea when the ship is fully equipped to make the test as severe as possible and we are contemplating loading her at Limon and sending her to Boston.

"Respecting the patent on this method I confidently anticipate that the result of the *Venus* will be entirely satisfactory, and that we shall introduce it into our other ships as rapidly as possible. We have an arrangement with the patentee which will protect us as to the carriage of bananas. You will no doubt receive a wire from Captain Anderson as I have suggested that he leave here Sunday next. * * *"

THE *Venus* was put in the Cramp Dry Dock Company's yard in Philadelphia and insulated and refrigerated in about eight weeks. There was used in this work 190,000 feet of lumber, which included 90,000 feet of yellow pine, matched boarding used in insulation. Seventy thousand pounds of cow-hair were used in insulation packing.

"It may be of interest to note that this vessel underwent considerable hull and machinery changes whilst being refrigerated, and amongst other things was converted to an oil burner. (In order that coal bunker space could be used for refrigerating machinery, Ed.) This work was in charge of Mr. George Edelston of New Orleans, now deceased, who was the inventor of the large banana handling machines so successfully used in New Orleans and Mobile, and the refrigerating work was carried out under my supervision, the whole, of course, being officially supervised for the UNITED FRUIT COMPANY by our late friend, Captain Anderson.

"In order to check the labor and material used by the Cramp Dry Dock in these changes, Captain Will Rose, who has for many years been Port Captain of the New Orleans Division, was the Official Timekeeper, having been transferred from a vessel laid up in Philadelphia at the time to the *Venus* by Captain Anderson. Well do I remember the conferences at 11 o'clock every morning in the dining salon, when the claims of the Shipyard and the claims of the UNITED FRUIT COMPANY, as represented by the yard's Timekeeper and Captain Rose, were settled so that all accounts for material and labor were cleaned up per day up to the day before. The result of Captain Rose's endeavors in this respect was that within 12 hours of the completion of the work in the Shipyard, the complete bills were approved without any discussion.

"After the *Venus* had been fitted out in Cramp's Yard and represented in our minds the last word in American refrigerating perfection, she was loaded with 1,500 tons of steel rails in her refrigerated compartments for Port Limon. Just imagine it—steel rails in a refrigerated compartment never yet used for the carriage of a single stem of bananas, and after being fitted out at a cost of $19,731. for the refrigerating machinery and about $30,000. for the insulation expense! After loading the rails the vessel went to Point Breeze, Philadelphia, to take on bunker oil, and then sailed for Port Limon, Costa Rica, by way of New Orleans, with Captain Anderson and his Engineer, Mr. Barnes, on board, representing the UNITED FRUIT COMPANY, and the writer, the Refrigerating Contractors. She sailed about December 12 and arrived in New Orleans on December 24. I remember this well because Mr. and Mrs. Ellis very kindly had us at their home for Christmas dinner. We lay in New Orleans several days and then sailed with the same personnel and, in addition, several representatives of the Fruit Checking Department of the New Orleans Division, for Port Limon, Costa Rica, where we were to discharge our steel rails and load banana cargo.

"I should mention that, as the first few voyages of the *Venus* were to be entirely experimental, fruit experts from the shore staff were to be carried to instruct the refrigerating people on the correct method to be pursued in the carriage of bananas under refrigeration. It was deemed advisable that it should be possible to thoroughly examine the cargo at all times throughout the voyage and, in order to effect this, a central open-sparred passageway about 2 feet wide was built down the centre longitudinally of each 'tween deck and hold space, and an entrance provided through the hatches so that it was possible to examine the cargo thoroughly throughout the entire voyage. Suitable electric lights were furnished to illuminate the cargo spaces. In this manner the cargo could be seen and examined both as to the condition of the stems and the fruit in general and of course the state of the atmosphere could be observed at all times.

"The vessel loaded a freshly cut cargo of fruit at Limon and started for New Orleans when the temperatures were carried exactly as required by the fruit experts and, after some six days, the vessel anchored in the river off the Wharf at New Orleans where she was kept for several days, as it had been the original intention to carry a cargo for ten days under refrigeration to find the effect on the fruit. Whilst at anchor the cargo was thoroughly examined by Mr. Ellis, Mr. Charles Weinberger and various New Orleans officials who agreed that it was perfect and that there would be a very small percentage of ripes. On the ninth day, conditions being so good, it was decided that the cargo should be discharged and the vessel accordingly was brought alongside the wharf and the cargo discharged. The usual classification count was made, when, to the consternation of Mr. Ellis and all his staff, the ripes were found to be about 12 per cent., and, therefore, no better than an average natural ventilated cargo."

There was also considerable blackening and softening of stalks, which was found to be due to excessive moisture,* and was later corrected by use of drier air.

*Note—"This point was later the subject of further tests on the steamers *San Jose, Limon* and *Esparta*, and on being thoroughly demonstrated indicated the wet system of air washing as being undesirable. Accordingly, it was removed from these vessels, and its use discontinued on the *Venus*. The use of the brine sprays indicated too moist an air during the fruit cooling period, and too dry an air during the fruit carrying period."

THE disappointment over the result of this first trial is well shown in Captain Anderson's letter, dated February 17, 1904, to Mr. Vollman, President of the American Linde Company. He wrote:

> I have your wire, as follows:
>
> 'Please write me fully, what is cause of bad cargo and your reason for this.'
>
> I regret that I cannot give you full particulars of the cargo of the *Venus*, as we only have our information by wire, which is not very complete. However, we understand the cargo turned out 18 per cent. ripe of which 2,700 bunches were dead ripe. They cannot understand what the trouble is unless it is the quality of the air. * * * The condition of this cargo is rather unfortunate as there is so much depending upon it. * * *

A second voyage was immediately planned. Mr. Williams, on account of illness, was unable to go but sent in his place his Chief Engineer, Mr. Wilson, with instruction "to produce air conditions as requested by the fruit experts." "The same temperature conditions prevailed with the result that the cargo was again turned out with some 10 per cent. ripes, and it appeared that the highly praised equipment was to be entirely unsatisfactory."

Reporting the condition of this cargo, Mr. Ellis wired under date of March 7:

"Venus Due Wharf Four Oclock Supercargo Reports Fruit Ripening Rapidly."

A few days later Mr. Preston wired Mr. Vollman:

"Venus Arrived Twentyfive Per Cent Ripe Stop Ellis Wires Would Not Recommend Another Trial Unless Williams in Charge."

Mr. Williams was called to Boston for conference and gave as his reason for the unsatisfactory condition of the two cargoes the lack of experience of the fruit experts in handling fruit under refrigeration. He stated:

"I stressed the point that a risk would have to be taken to determine by actual test the lowest air temperatures which could be safely used without detriment to the cargo, and that in so doing there would be every likelihood of damaging if not destroying at least one banana cargo.

"In this conversation Mr. Preston voiced a characteristic epigram: 'My boy, I think

your piano is all right, but they do not know how to play it; you had better go down and show them how.'

"It would be hard to add anything to this precise statement, and in order to 'show them' I requested that he give orders permitting me to carry the cargo at any temperature and under any method of treatment which I considered desirable. He stated that the cargo was worth about $70,000. and suggested that, if possible, the two ends of the ship be subjected to different treatment so that the Fruit Company could obtain the results of the two experiments for the cost of one cargo of bananas.

"Mr. Preston and myself both thought that the chances of spoiling this cargo were great. In order to minimize this chance, however, he gave me the benefit of his advice to the extent that he did not think it would be particularly harmful to the bulk of the cargo if the temperature of the air used did not fall below 48° F., and I, therefore, felt that in this figure I had at least a bottom limitation to guide me.

"On this third voyage, the vessel loaded in Port Limon and moist air with the spray system was used at the after end for the first three days, but on the forward end for only one day, and air temperatures as low as 46° were used in cooling down the cargo and the fruit itself was carried to the pass at the mouth of the Mississippi River at a temperature of about 52° when it was warmed up to 56° and so brought to the New Orleans Wharf ready for discharging.

"The cargo turned out less than 2 per cent. ripes forward, and about 4½ per cent. aft, again indicating the merit of using the drier air.

"The result of this voyage was that cargoes were afterward carried with air delivery temperatures as low as 50°, and subsequent voyages of the *Venus* indicated that her fans were too small, but the refrigerating plant was otherwise successful, though a larger machine would have been beneficial. The fans were speeded up with better results, and the ship functioned regularly in the banana service for a term of years. When she was thrown off charter, the plant was taken out and scrapped, but this was about five or six years after the third voyage. I made no further trips on the vessel, nor did I see her again until after the *San Jose*, the *Limon* and the *Esparta* had been completed and in service early in 1905.

"To the *Venus*, therefore, belongs the credit for initiating into the UNITED FRUIT COMPANY'S service the carriage of bananas by refrigeration so much improved upon in later years by experience in the Great White Fleet.

"On returning from New Orleans for another conference with Mr. Preston, at his request I transferred my activities from the Refrigerating Contractors to the staff of the UNITED FRUIT COMPANY, and with Captain Anderson immediately left for Ireland to do my bit in the construction of the Great White Fleet, the *San Jose*, the *Limon* and the *Esparta* having already been contracted for with Workman, Clark & Company, Ltd."

The plans and building of these ships, with installation of refrigeration, using the experience gained on the *Venus*, and the success of their first voyages, continued to the present time, will be the subject of the next article of this series.

Editor's Note:—In the story of the *Beverly* and the *Belvidere* which appeared in the January issue, the names of the men who commanded the *Beverly* were listed. Through an oversight there was omitted from this list the name of Captain John McLaren—a name well known to many of the older employees of the Company.

Ike Smith, of the Drafting Room, surprised his friends in Tela by bringing back a very pretty and attractive bride when he returned from vacation last month. Tela extends Mr. and Mrs. Smith a hearty welcome, and wishes them the best of good luck and happiness.

A CHALLENGE
To Banana Men — Everywhere!

By E. S. Whitman

Editor, Fruit Dispatch Magazine, New York

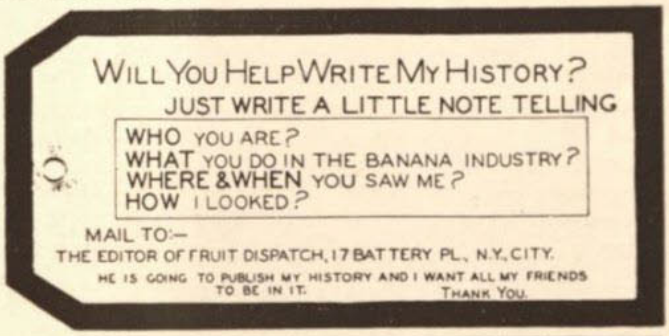
The results of this challenge will be made known to readers of UNIFRUITCO *in an early issue. It is expected that the replies will embody the entire life of the banana from the tropics to the fruit bowl.*

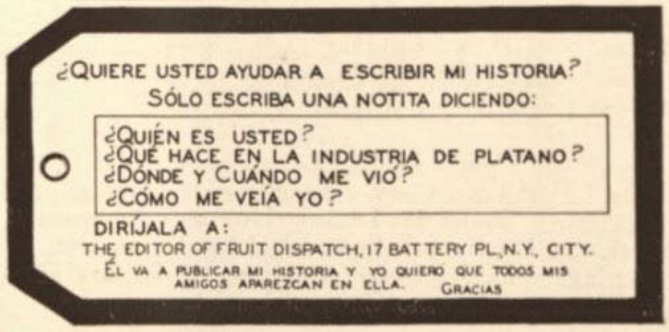
An article similar to this appears in the Fruit Dispatch magazine for April.

THEY say that folks in the banana business are so keen about the fruit and everything connected with it that nothing gets by them. They not only eat bananas, but they talk bananas and live bananas.

I always thought mattress manufacturers were closer to their product than banana men . . . but anyway, here's a test to prove the point:

See this tag? English on one side . . . Spanish on the other. Read it . . . and look out for it!


WILL YOU HELP WRITE MY HISTORY?
JUST WRITE A LITTLE NOTE TELLING
WHO YOU ARE?
WHAT YOU DO IN THE BANANA INDUSTRY?
WHERE & WHEN YOU SAW ME?
HOW I LOOKED?
MAIL TO:—
THE EDITOR OF FRUIT DISPATCH, 17 BATTERY PL., N.Y. CITY.
HE IS GOING TO PUBLISH MY HISTORY AND I WANT ALL MY FRIENDS TO BE IN IT.
THANK YOU.


¿QUIERE USTED AYUDAR A ESCRIBIR MI HISTORIA?
SÓLO ESCRIBA UNA NOTITA DICIENDO:
¿QUIÉN ES USTED?
¿QUÉ HACE EN LA INDUSTRIA DE PLATANO?
¿DÓNDE Y CUÁNDO ME VIÓ?
¿CÓMO ME VEÍA YO?
DIRÍJALA A:
THE EDITOR OF FRUIT DISPATCH, 17 BATTERY PL., N.Y. CITY.
EL VA A PUBLICAR MI HISTORIA Y YO QUIERO QUE TODOS MIS AMIGOS APAREZCAN EN ELLA.
GRACIAS

Mr. G. P. Chittenden, Vice President of the UNITED FRUIT COMPANY, in charge of Tropical Divisions, has sent this tag to one of the Banana Divisions. Nobody but he knows which one.

He has instructed the man to whom he has sent it, to have it put on a prime bunch of bananas on April 15 or the nearest fruit cutting day thereafter. Remember that date . . . April 15.

No step-ladders are being furnished in this proposition, so it is out of the question to tag the bunch while it is on the tree. But just as the fortunate stem comes to rest on a fruit backer's shoulder, it will be tagged. And from then on . . . look out! For nobody—not even the Timekeeper and Overseer in whose Farm the bunch is chosen—will know about it. Everybody will have to keep his eye peeled for that tag.

Whoever the person is who Mr. Chittenden has picked for this job will be the first to write to the Editor of FRUIT DISPATCH Magazine about that historic bunch of bananas. From him we will learn something about its size, appearance, variety, birthplace, and other facts on which to build its subsequent history.

Now here comes the challenge. How many people from the time that bunch is cut until it is hanging in some corner grocery store in these United States will see that tag and will report to the Editor by letter? That will be the test. Will there be a bigger response from the employees of the UNITED FRUIT COMPANY in the tropics than from the Fruit Dispatch employees up North? Or will there be a bigger response from the Jobbers and the great army of banana men than from both the others combined? Only time can tell. But if you do your share and will pass the good word along, you may confidently look to UNIFRUITCO and FRUIT DISPATCH Magazines pretty soon for a mighty interesting history of that bunch of bananas.

True enough . . . it may be a tragic story. Perhaps that bunch will be bruised or broken and rejected in the tropics or on the domestic pier. Perhaps some hungry Central American mule will chew up a few hands as the bunch is carefully stacked by the railroad track waiting to be loaded for port.

But this is not likely. A fine, healthy bunch will be picked in the first place, and we hope and believe that the last we hear of it will be when Jimmie tackles it on the family fruit bowl and consumes three or four golden-yellow fingers before mother can tell him how important is the particular bunch from which his bananas came.

If it is true that we are all so close to our product, now is the time to find out. Let the letters to the Editor of FRUIT DISPATCH determine this. Let the biography of this particular stem of Unifruit Bananas tell the story.

Go to it, agents . . . and heaven help the one who first cries "Banana Oil!"

Transfers and Promotions

Colombia

Laurence E. Mack, to Assistant Superintendent, Merchandise Department.

Emilio Miqualez, Chief Clerk, Material and Supply Department, to Assistant Superintendent, Material and Supply Department.

Latham B. Mullins, to Chief Clerk and In Charge of Furnishings, Material and Supply Department.

Harold J. Gregory, Supervisor of Commissary, Santa Marta, to Line Commissary Inspector.

Ralph Waldo Whybrew, Assistant Supervisor of Commissary, Santa Marta, to Supervisor of Commissary.

Henry Paterson, Merchandise Department, to Material and Supply Department.

Anselmo Corzo, to Overseer, Agricultural Department, Costa Rica Division.

Panama

H. J. Bartlett, Overseer Farm 10, to Acting District Superintendent, Sixaola North.

B. E. Bookout, Property Clerk, to Acting District Superintendent, Sixaola South.

G. Wilmet, Overseer, Daytonia Farm, to Chief Clerk, Sixaola South.

W. J. Horton, Assistant Overseer, La Celia Farm, to Acting Overseer, Virginia Farm.

C. Stephenson, Overseer, Costa Rica Farm, to Overseer, Farm 10.

J. Paterson, Overseer, Senosri Farm, to Overseer, Costa Rica Farm.

W. D. Simms, Acting Overseer, Guabito Farm, to Overseer, Senosri Farm.

W. A. Caine, Overseer, to Chiriqui Land Company.

Malcolm Graham, Clerk, to Guatemala Division.

Banes

C. E. Romhild, Assistant Storekeeper, to Tela Railroad Company.

Costa Rica

Joseph R. Hughes, Assistant Chief Clerk, to Chief Clerk, Accounting Department.

Frank B. Dugan, Overseer, Agricultural Department, to Chiriqui Land Company.

E. F. Spence, Overseer, Agricultural Department, to Chiriqui Land Company.

Guatemala

Clyde E. Garrett, Agricultural Department, to Freight Traffic Department, New York Division.

Tela Railroad Company

A. J. Doak, Conductor, to Assistant Trainmaster.

Frank Martin, Overseer, to Overseer, Chiriqui Land Company.

William W. Pate, to Soil Chemist, Costa Rica Division.

Tropical Radio Telegraph Company

Frank Dean, Ship Operator, to Almirante Radio Station.

Boston

Philip Leawood, Clerk, Treasurer's Office, General Office, to Division Cashier, Long Wharf.

Miss M. G. Corriveau, Radio Bureau, General Office, to Radio Bureau, Accounting Department, Long Wharf.

T. H. McLeod, Accounting Department, Long Wharf, to Havana Division.

S. E. Brackett, Accounting Department, Long Wharf, to San Francisco Division.

Ray E. White, Tropical Man in Training, Long Wharf, to Tela Railroad Company.

New York

Dudley S. Pollard, Matching Clerk, Freight Terminal Department, to Booking Clerk, Freight Traffic Department.

William F. Boni, Pier Clerk, Terminal Operations Department, to Matching Clerk, Freight Terminal Department.

William S. Whitehead, Ledger Clerk, Accounting Department, to Assistant Purser, Accounting Department.

Vincent Francescini, Office Boy, Freight Terminal Department, to Claim Department.

Cushing P. Wood, Pier Clerk, Terminal Operations Department, to Manager's Office.

William M. Paisley, Manager's Office, to Employment Department, General Office, Boston Division.

R. E. Buchanan, Freight Traffic Department, to Freight Traffic Department, San Francisco Division.

Frank J. Chase, Freight Traffic Department, to Freight Traffic Department, Havana Division.

Samuel Stewart, Fruit Observer, to Fruit Observer and Dealers Service Man, Los Angeles, Western Division.

P. W. Disnez, Clerk, Accounting Department, to Colombia Division.

William Downing, Third Officer, S. S. *Manaqui,* to Cristobal Division.

Alexander McInnis, Second Officer, M. S. *La Marea,* to Port Limon, Costa Rica Division.

Fruit Dispatch Company

C. C. Constantine, Manager, Banana Selling Company, Mobile, Ala., to Acting Manager, Banana Selling Company, New Orleans, La.

J. F. Howell, Selling Messenger, Banana Selling Company, Mobile, Ala., to Acting Local Manager, Banana Selling Company, Mobile.

J. A. Coyle, Resident Manager, El Paso, Tex., to Resident Manager, Galveston, Tex.

P. J. Murtha, Dealers Service, to Acting Resident Manager, Milwaukee, Wis.

J. L. English, Acting Resident Manager, Louisville, Ky., to Assistant Resident Manager, Indianapolis, Ind.

M. M. Muller, Acting Resident Manager, San Antonio, Tex., to Chief Inspector & Weigher of Bananas of the Galveston Cotton Exchange & Board of Trade, Galveston, Tex.

W. H. Grove, Resident Manager, Kansas City, Mo., to New Orleans Office.

D. Doicu, Acting Resident Manager, Milwaukee, Wis., to Assistant Resident Manager, Chicago, Ill.

Harry F. Carroll, Dealers Service Department, to Assistant Resident Manager, Wichita, Kans.

T. J. McCaffery, Clerk, Fruit Dispatch Accounting Bureau, New Orleans, to Clerk, Banana Selling Company, New Orleans.

L. H. Cristadora, Assistant Resident Messenger, St. Louis, Mo., to Traveling Messenger, El Paso, Tex.

D. A. Vernon, Assistant Resident Messenger, Pullman, Ill., to Traveling Messenger, El Paso, Tex.

S. H. Knott, Traveling Messenger, Minneapolis, Minn., to Resident Messenger, La Crosse, Wis.

Ray Ames, Clerk, Messenger Department, New Orleans, to Clerk, Sales Department, New Orleans.

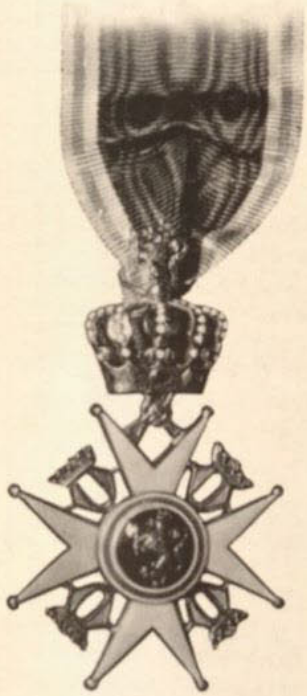
R. E. Pendergrass, Cashier, Fort Worth, Tex., to Cashier, Louisville, Ky.

J. M. Crossgrove, Cashier, Louisville, Ky., to Cashier, Fort Worth, Tex.

E. B. Felger, Cashier, Fort Wayne, Ind., to Cashier, Grand Rapids, Mich.

Company Official Honored by Norway

Mr. William Newsome receives his second knightly decoration



WILLIAM NEWSOME, Senior Vice President of the UNITED FRUIT COMPANY, on March 6 received official notification through the Vice Consulate of Norway in Boston that his Majesty, King Haakon VII, had appointed him a Knight of the Order of Saint Olav, First Class—the highest honor that can be conferred on one not a Norwegian born.

In the document accompanying the decoration is recited the fact that Mr. Newsome during many years has rendered Norwegian shipping trade great services. He has always been a good and loyal friend of the Norwegians, is extremely popular and his business ability and integrity are praised.

The decoration is an exceedingly beautiful piece of gold and enamel. There is an eight-pointed Maltese cross of white. Between the rays are golden crowned O's. The disk in the centre of the Order is a blue, white and crimson enamel surmounted by a crowned golden lion bearing an ax. The crest is a pearl-studded kingly crown, set with sapphires and rubies. The distinguishing ribbon of the Order is a blue and white striping, bordering a red field.

Saint Olav was the first king to bring Christianity to Norway. He was born in 995 and died in 1030. Ever since 1164 he has been honored as the Patron Saint of Norway and his name was given to an Order of Knights founded by King Oscar I in 1841. The Order is bestowed on those who have won distinction by services to king, country, art, and science.

According to the statutes of the Order of Saint Olav, decorations must be returned to the office of the Order of Oslo on the death of the holder. In other words, the bestowal of this Order is looked upon with such high appreciation that the Norwegian government keeps track of each one issued. In the event of Mr. Newsome visiting Norway he would be received with almost royal honors.

This is the second knightly decoration bestowed upon Mr. Newsome. It will be remembered that about a year ago the Pope conferred the Order of Saint Gregory upon him.

Suggestion No. 183

CAPTAIN C. R. GLENN, Master of the S. S. *Pastores,* made the suggestion that the New York-Costa Rica steamers be dispatched from Limon on Sunday at noon instead of 5 P. M., so as to provide an earlier arrival at Havana, in order that passengers may have more time at that port. This suggestion has been adopted and has proved of great benefit to the service, and as recognition on the part of the management for thoughtful attention to the business of his ship, and constructive ideas for the improvement of the service, Captain Glenn has been awarded $15. by the Committee on Suggestions. A check for this amount is being transmitted to Captain Glenn by the President.

San Francisco and Her Waterfront

By J. K. Black

Mr. Black is Chief Delivery and Receiving Clerk for the UNITED FRUIT COMPANY *in San Francisco. He has been associated with various steamship companies at this port continuously since* 1908. *He took over his present duties with the Company on the opening of the Division in November,* 1927. *He has an intimate knowledge of the San Francisco waterfront and has contributed an interesting article in this issue.*

This is the fourth in a series of articles written for UNIFRUITCO *by Department Heads of the San Francisco Division.*

"Serene, indifferent to fate
Thou sittest by the Western Gate,
Thou see'st the white seas fold their tents,
Oh Warden of two continents;
Thou drawest all things small and great
To thee, beside the Western Gate.

BRET HARTE wrote thus of San Francisco and it sounds all right—except the indifference. For I cannot imagine San Francisco being indifferent, even in Bret Harte's time; she has been much too busy fulfilling her destiny. I am sure had she been indifferent to fate when the fire of 1906 wrought desolation she would never have had the courage and the foresight to arise from the ruins and carry on.

The Ferry Building, where the passenger slips are located, is the main gateway to the city and occupies a central position on the Embarcadero (or waterfront), which is somewhat in the form of a crescent, with the wharves extending from the outer rim. The wharves on the north horn of the crescent are designated by odd numbers and on the south by even numbers, making it easy to locate them.

According to the statistics of the Harbor Board, fifty-two million people passed through this Ferry Building during the year of 1928, an average of one million weekly. The center of this building is surmounted by a clock tower 235 feet high and looks directly down Market Street, the main street of the city. At this point the street car systems of the city converge.

In considering the port of San Francisco, it is rather curious to note that the hardy adventurers of England and Spain sailed up and down the West coast of America for two centuries before the first ship entered the Golden Gate, and it was not until 1775 that the Spanish Government schooner *San Carlos* dropped anchor opposite what is now the Presidio, or Military Reservation. At that time the entire northern portion of the peninsula which is the present site of San Francisco consisted of rolling sand dunes, and it was not until almost a century later, when the Spanish Missions had succeeded in developing a little of the agricultural resources, that there was anything

The author, J. K. Black, is seen in familiar surroundings

to attract ships to the harbor, except the need for a safe anchorage.

The first real factor in waterfront development was the discovery of gold in 1848 and the subsequent rush to California, as it then became necessary to provide a landing place for passengers. This was accomplished by utilizing the hulk of the old revenue steamer *James K. Polk* which was beached in a convenient spot, said to have been at the present intersection of Vallejo and Battery Streets. This point is now some three blocks inland from the present sea wall. A permanent gangway was built to shore and an accommodation ladder from the deck on the offshore side completed the arrangements to receive the pioneers of the Gold Stampede.

Although there had been a couple of small jetties in use prior to this time, the hulk of the old revenue boat was really the first official passenger landing and must be considered the nucleus of the present waterfront.

Today San Francisco has forty-three modern wharves, and two additional ones nearing completion, fifteen passenger ferry slips, and six railroad ferry slips all compactly contained in ten miles of waterfront and with a cargo area of one hundred and sixty-eight acres. These facilities are linked together by the State Belt Railroad, which operates sixty-one miles of track connecting directly with the railroads entering the city and provides switching service for all wharves and waterfront industries.

The State of California owns and operates all the wharves and harbor equipment in San Francisco under the management of a Board of Commissioners appointed by the Governor. This is the only port in the United States where all waterfront activities including the Belt Railroad are operated under a single control.

San Francisco enjoys a rather enviable position with regard to her inland waterways. Two large navigable rivers (the Sacramento and the San Joaquin) empty into the Bay and these tap an inland empire which aggregates some 58,000 square miles, of which five million acres are under intensive cultivation. A large portion of the products of these two enormous valleys are water-borne to ship-side.

The wharves at San Francisco are the scenes of constant bustling activity

One of the most valuable acquisitions to San Francisco waterfront enterprises in recent years was the organization of the Western Division of the UNITED FRUIT COMPANY, bringing the pioneers of the Great White Fleet to this port. They received a cordial welcome and a friendly interest and cooperation was displayed on all sides. A steamship service necessitating the employment of so much labor was new, and the many problems involved were quite beyond the vision of the uninitiated.

Our Freight Department went into operation with the first ship, and for a few weeks our cargo shed proved quite sufficient for our modest requirements. Tonnage, however, increased so rapidly that our shed soon grew alarmingly inadequate. Every available space on the property was used for cargo and frequently it became necessary to assemble and discharge cargoes at some outside dock. This condition was relieved to some extent last December upon the completion of a new cargo shed with a floor area of 10,000 square feet. We are now using both sheds, but cargo congestion on the wharf is still a serious problem.

We have recently extended our service to include several ports on the West coast of Central America, and we can safely predict a very prosperous future for the Freight Department on the Pacific coast.

A Notice to Company employees from the General Manager of the Purchasing Department on the

Importance of Anticipating Material Requirements

REQUISITIONING material well in advance of the time required for its use is of particular importance in that it places the Purchasing Department in a position to buy to the best advantage.

Conditions sometimes make it impossible for the Tropical Divisions to foresee all requirements, and some materials are necessarily wanted for shipment at short notice. Time of delivery in instances of this sort being an important factor, the purchases are made to suit requirements. This is an expensive procedure; it often precludes dealing direct with the manufacturer and makes it necessary to purchase from local jobbers' or middlemen's stocks at greatly increased cost.

There are many cases, however, in which this additional expense may be avoided if users of material would seriously consider the importance of anticipating requirements and not wait until it is necessary to requisition for immediate delivery. This, however, should in no way conflict with our present program of holding Material and Supply stocks down to a three months' basis.

Notations appearing on requisitions reading "Rush," "Next Boat," etc., or a time of delivery that does not permit of the most advantageous purchase, are too frequent. Last-minute cables are also common. It is the purpose of the Purchasing Department to buy direct from the manufacturer when quantity and other conditions warrant, but, unless adequate time is allowed, this is impossible.

When requisitions are placed sufficiently in advance of requirements, it enables the Purchasing Department not only to deal direct with the manufacturer, but also to effect consolidations of requisitions for like materials, thereby securing the benefit of carload or quantity prices with minimum handling and shipping charges. *It Also Permits the Purchasing Department to Utilize to Full Advantage Its Contact With the Foreign Markets.*

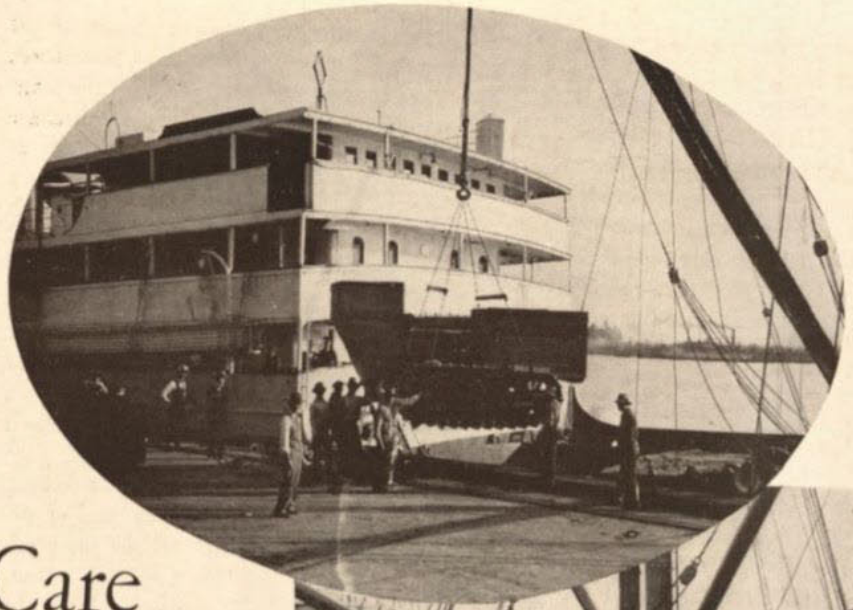
Walter G. Long

Remember the Passenger Department

The season is approaching when our passenger traffic slows up. Every employee can help fill our ships by talking up our trips and cruises to friends planning vacations. If interested, just give their names to the nearest Passenger man and we will do the rest.

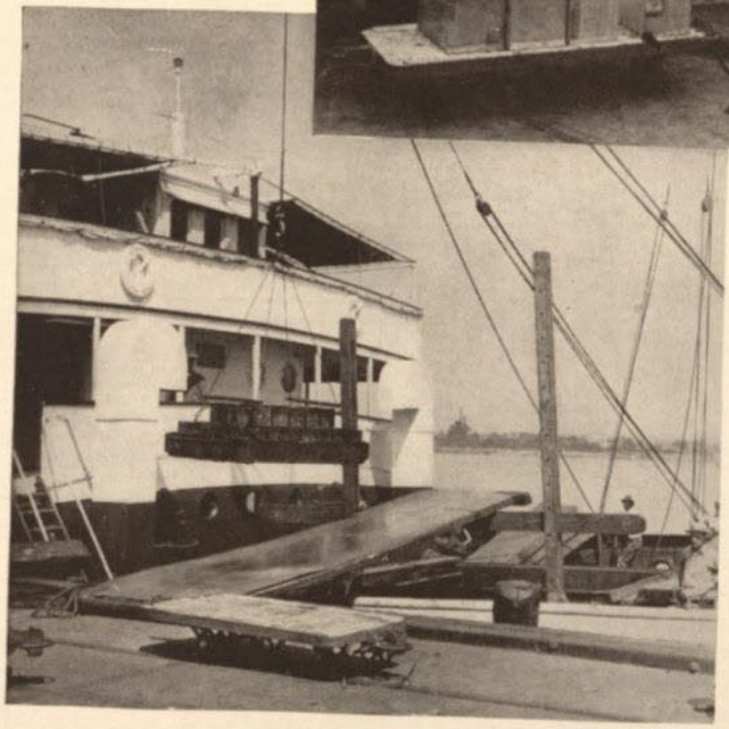
Thank you.

W. B. WHEELER,
Passenger Traffic Manager.



In oval: A thirteen ton caterpillar tractor is loaded aboard the S. S. "Abangarez"

Care *in* Handling Shipments



Above: A shipment of eggs to Cristobal via the S. S. "Suriname". The eggs are loaded aboard the steamer by the gravity roller system

At left: Tins of lard are brought to shipside on a trailer and placed in an airplane sling, to prevent strain or breakage of the tins while loading

Care in Handling Shipments

Tractors—eggs—tinned goods—it makes no difference what the weight or the size is; they all are handled with equal care and skill by the Freight Traffic Department

OCEAN freight transportation is more than a matter of schedules. Success depends to a great extent upon the ability and morale of the organization which must supervise each of the innumerable steps necessary to deliver merchandise to the foreign buyer.

One of the most essential requirements is care in handling shipments. On this subject we plan to publish a series of articles describing the methods brought to such a high degree of efficiency in the freight services of the UNITED FRUIT COMPANY.

Latin-American merchants are insisting upon greater efficiency in distribution. They are buying a shorter time in advance, and while the total volume is tremendously increased, unit orders are often smaller than in previous years, and for this reason packing costs have increased. In order to meet this condition, the modern exporter demands for the transportation of this increased volume of smaller units, not only regular and dependable schedules, but care in handling, so that his goods may reach the foreign market in a condition which will invite the customer to place repeat orders with his company. The interest of the merchant who buys American goods depends primarily upon the quality of the merchandise, the terms of sale and the time of delivery, but the importance of these factors becomes secondary if the goods do not withstand the hazards of transportation and are delivered in a more or less damaged condition.

Every modern means possible must be utilized to make more efficient the loading and discharging of freight so that, even though the packing may be inadequate or unusual handling becomes necessary, the goods will arrive at destination in perfect condition.

In this connection we are showing several photographs illustrating the careful methods employed in our ports. The pictures presented were supplied by Mr. O'Dowd, Assistant Freight Traffic Manager at New Orleans, and illustrate methods exercised there.

The first two pictures showing the handling of commodities are as different as possible, since No. 1 illustrates the loading of a thirteen ton caterpillar tractor aboard the S. S. *Abangarez*, and the second shows part of a shipment of eggs destined to Cristobal being loaded on the S. S. *Suriname*. The eggs were placed on trailers and, as can be seen from the picture, were loaded aboard the steamer by the gravity roller system. The packages were lifted by hand and placed on the roller, and removed therefrom in a like manner for stowage on the ship. Needless to say, the utmost care in handling is required for these shipments.

The third picture shows a shipment of lard in tins which were brought to shipside on a trailer with the tins placed in a platform commonly known as an airplane sling. This equipment prevents strain or breakage of the cans while being loaded into the steamer and in this way prevents damage to the merchandise.

The pictures illustrate more graphically than words a few of the precautionary methods employed to guarantee satisfactory freight service both to the exporter and to the foreign buyer.

Our next article on the subject will describe the methods used for the careful handling of our freight at Boston.

First Burglar—"Come on, Lefty, let's figure up what we made on this haul."

Second Burglar—"I'm too tired. Let's wait and look in the morning papers."

Auntie—"Do you ever play with bad little boys, Willie?"

Willie—"Yes, Auntie."

Auntie—"I'm surprised. Why don't you play with good little boys?"

Willie—"Their mothers won't let me."

Long Wharf Is Honored

Lester W. Minchin, its Manager, is made a Vice President of the Fruit Dispatch Company.

IN September, 1905, a boy of 18 answered an ad in the *Journal of Commerce* for an office boy needed at Pier 1, North River, New York, salary $5. a week. Today that boy, now a man of 41, signs his letters over the significant title "Vice President" and it is probable that his stipend is something in excess of $5. a week. His name is Lester W. Minchin and he has recently been elected Vice President of the Fruit Dispatch Company.

Briefly, the record is as follows:

September, 1905—Office boy
October, 1906—Assistant floatman
October, 1909—Floatman
May, 1921—Superintendent of car loading, Pier 15, East River, N. Y.
December, 1925—Acting Manager, Boston Branch
July, 1927—Director, Fruit Dispatch Company
April, 1928—Manager, Boston Division, United Fruit Company
March, 1929—Vice President, Fruit Dispatch Company

"How does it feel to be a Vice President?" Mr. Minchin was asked as he sat in his office on Long Wharf, hat tilted at a rakish and decidedly un-vice-presidential angle, for it was banana-day and he had been out on the pier.

"I haven't noticed any difference," was the reply, "except that I feel honored and shall put forth every effort to meet the requirements."

The young Vice President talked volubly in tribute to the men who have helped him.

"There were Mr. Cadmus and Mr. Anderson, Fred Frazier and Charley Teare who spent much valuable time showing me how things were done. These associations are very pleasant memories to me. It is with a deep sense of appreciation that I recall the patience that Mr. Anderson had. He explained how a thing was done and why. He encouraged me. And when, after a year, he told me I could stay out on the ship with him for good, I was tickled to death."

During his spare time young Minchin helped in billing and learned a little of the bookkeeping.

"I'll never forget as long as I live," he continued, "a lesson I learned from Mr. Cadmus. I billed three cars incorrectly. Mr. Cadmus did not say a thing to me. It worried me and got on my nerves so badly that I finally went to him and told him what I'd done. He'd known it all along. All he said was, 'Lester, you've had punishment enough.'

"I have to laugh when I think of that first year," Mr. Minchin went on. "Mr. J. A. Jones, Auditor, told me my penmanship was terrible and suggested that we take a half hour every evening for a penmanship lesson, which we did."

An appraisal of the volume of work done on the banana piers now, coupled with facts gleaned from men who have been in the work since its inception, leads one to believe that Mr. Minchin has had his share of hard work. One thinks of a strike during which the entire pier staff carried bananas until their backs nearly broke in order that the demand for fruit might be met. One is reminded of frequent periods in which the pier personnel in New York averaged thirteen or fourteen

hours a day for seven days at a stretch. Mr. Minchin was asked about this.

"Yes," he said, "we worked hard and long, but often the work was so absorbing that we even forgot to go to lunch. Every now and then Mr. Cadmus would send us all off for the afternoon to take in a show. Then there were the Merritt and Chapman outings every year, and they gave me some wonderful opportunities to mix with my superiors on a social basis with bananas completely forgotten."

"Let me tell you," and here Vice President Minchin's voice dropped its reminiscent tone and assumed a note of deep earnestness, "you and I are working for the finest concerns in the country. The United Fruit Company and the Fruit Dispatch Company are worthy of our undivided support, and I wish for no greater honor than to try to deserve one-half of the good things I have received from them."

Award for Suggestion No. 185—A and B

MR. ROBERT D. STEWART, Acting Overseer of the Barnstorf Farm in Costa Rica, has made two worthwhile suggestions. One is that iron stakes be placed at intervals of 100 meters along the "out banks" of rivers, where sections of cacao and pasture adjoining the same are being washed away, the stakes to be placed at a stated distance back from the river's edge, so that the amount of land lost after the winter floods could be easily measured by the overseer and deducted from the area to be paid for in cleaning sections, and also be of assistance to the Engineering Department in making surveys. The other suggestion is that all articles of equipment be branded, to prevent their being stolen by laborers. These suggestions have been adopted and put into practice, and Mr. Stewart has been awarded $25. by the Committee on Suggestions for same. A check for this amount is being transmitted to Mr. Stewart by the President.

The Circular Letter

Don't turn it around but turn what it says around in your mind

Dear Editor:

A friend of mine once showed me a letter that he had received, and said, "Will you please explain this to me?," showing me the top of the letter where it said, "Circular Letter." I said, "That means that the letter you have there is a circular letter." He said, "I know that's what it says, but what does that mean?" I said, "Can it be that you have never received a circular letter before?" And he said, "I never saw a circular letter in my life." I said, "Well, now you have a good chance to look at one, for that letter you have before you is a circular letter." He said, "Now don't kid me. You know as well as I do that that letter is not circular. It is just as square as any other letter." And I said, "Oh, I see! The trouble is, you don't understand." He said, "That is just why I am asking you to explain it to me." And I said, "That doesn't mean the shape of the letter. It means it is a letter that goes around to everybody." He said, "Well, it doesn't go around to me unless I turn it around." I said, "No, you aren't supposed to turn the letter around. You are supposed to turn what it says around in your mind." And he said, "Well, I don't get you." I said, "Now look here, supposing you had a cylindrical vessel and it held just one cubic foot. How could it hold a cubic foot when a cubic foot is square and the vessel is round? Can you explain that?" And he said, "Yes, I can explain that. That means that if you fill the cubic foot up with water and pour it into the vessel, it will just fill the vessel." And I said, "Right. Well, that letter you have there contains just enough material to fill a circle." He said, "I have stood about all the kidding from you for one day that I'm going to." And I said, "Now don't get huffy. If you don't believe what I'm telling you, why don't you ask somebody else?" And he said, "————!"

—*Anonymous*

—Preston Division

Scoutmaster—What is the best method to prevent the disease caused by biting insects?

Tenderfoot—Don't bite the insects.

Mr. F. J. Baron's stories are always enjoyed by UNIFRUITCO *readers, and while we have held this one some months awaiting an opportunity to publish it, the development at Chiriqui is still "new," although marvelous progresss has been made. A vivid mind picture of the conquering of the "sleeping bush" by the wheels of progress may be obtained from this contribution of Mr. Baron's which he has entitled*

It Won't Be Long Now!

IT won't be long now! A stroll around Puerto Armuelles and a ride up country over the railroad will show why.

Week by week the Chiriqui development grows, takes form, spreads out—forging ahead to that time when it will "go into production". When I first saw it, before activity of any kind had started, Puerto Armuelles consisted of a broken-down thatched house on the beach and a few rotting piles and caps that remained sticking up out of the water to remind one that once, long ago, they were part of a wharf.

The Government of Panama decided to build a railroad from Armuelles (then known as Rabo de Puerco) to connect with the National Railroad of Chiriqui which ran through David and had its outlet to the sea by way of Pedregal some fifty miles up the coast and was reached by thirty-seven miles of channels through estuaries and the David River.

Almost at the same time, the Chiriqui Land Company was formed to develop the lands of the district, and Armuelles grew to be a port. A temporary wharf was erected to take immediate care of incoming material, the railroad was started, the construction of a modern concrete wharf begun, and as the steel crept up through the jungle the wheels of progress rolled over the sleeping bush and southwestern Chiriqui awakened to activity and development.

With development there came ships to Puerto Armuelles. The Chiriqui Land Company's two ships, the *Cricamola* and the *San Luis,* made many trips from Panama, as did coastwise steamers, sloops, launches and schooners. The freighters *Glenpark and Lovestaken* brought thousands of tons for the Government Railway. The *Mayari* and the *Glendola* brought additional thousands of tons for the Chiriqui Land Company. All this material had to be landed somehow. In certain cases it was thrown into the sea and hauled ashore through the surf; some was loaded into barges which were beached and unloaded at low tide; some came over a temporary wooden wharf that was fast giving way under the strain put upon it—a steady stream of material which one way or another was landed.

The first big shipment for the Chiriqui Land Company—close to four thousand tons—came to Armuelles in March (1928) on the *Mayari.* With a 1,500 foot bow cable and a 1,000 foot tern cable made fast to deadmen in the beach, and with other lines made fast to buoys on her seaward side, the

Heaving lighters in to beach by hand

The S. S. "Mayari" tied up at the end of wooden wharf, discharging one hatch at a time. The ship was held in position by shore lines and buoy lines, the wharf being too weak to stand the pull of the vessel

Below: General view of labor camps

Mayari hauled in with the tide, unloading one hatch at a time on the very end of the wooden wharf, then hauled out with the falling tide. Shore lines held her to the wharf, buoy lines held her off the wharf, and she could unload only from half tide through high tide to half tide again, until she was half empty. Not a line on the wharf. That structure wouldn't stand the pull of a ship, and during the unloading it groaned, swayed and protested against the burden put upon it. In the swells the vessel surged and a few piles snapped, but the wharf held in spite of the treatment it was getting and unloading proceeded.

The Chiriqui Land Company had no cars, no locomotives, nothing to handle cargo with; but on the *Mayari* there were flat cars and one small gas-electric locomotive. The locomotive, the heaviest lift, came off first, and after moments of anxious labor it was on the tracks. A tank full of gas, and she was ready to work. Next came the car trucks, then the bodies lowered on the trucks, until eighteen flat cars were off. They went into service immediately and machinery, ties, rails, cement, etc., were hauled off the wharf by our shiny new locomotive and the eighteen big 25-ton flat cars. One hatch at a time, one car at a time, and at the end of twenty-two days the *Mayari* steamed away. Her sailing marked the end of the active service of the wooden wharf; it never would take another ship.

A month later the *Glendola* arrived with another 3,500 tons. She was discharged by means of lighters loaded at the ship's side, worked in by hand and beached close to the shore end of the wooden wharf, where a mast derrick had been rigged for unloading. Then at high tide the barges were again worked back to the *Glendola*. It took twenty-eight days of slow work and hard work to unload her, but material kept steadily coming ashore and was put in service as fast as it landed.

Smaller loads of freight and foodstuffs came in regularly on the small ships, as did laborers, who were needed more than anything else. In July the *Glendola* appeared again with 3,000 tons more of material. In the meantime, work on the new concrete wharf had progressed; still piles had to be driven, decking was less than half way out, and the skeleton of the new wharf stretched out into deep water with steel caps laid on the concrete piles but with nothing tied down

Structural steel is unloaded by hand in a clearing at Puerto Armuelles

beyond the decking. It was decided, however, that the new wharf, though unfinished, could be utilized by building a track on the framework and driving cluster piles which would serve to keep the ship from damaging the structure. Permission was given by the government contractors and four clusters were driven which required piles up to 85 feet in length, all of which were brought from the bush along the railroad right-of-way. The *Glendola* lay off the new wharf four days while the last two clusters were driven; she was then hauled in, and working three hatches at a time her cargo was unloaded onto flat cars standing on a track which had been constructed on the open skeleton of the wharf in nine days.

Plenty of material had come in and work proceeded steadily. Tracks were laid, steel buildings started, camps and bachelor quarters erected, machinery assembled, drag-lines laid. The first big 50-B was set up by hand, then it set up the locomotive crane and the crane in turn set up the other drag-lines and did duty on heavy lifts. Three locomotives make up the motive power quota at the present time and materials move steadily back and forth. Ties, rails and other railroad equipment follow closely on the laying of tracks. There is a constant forging ahead—gradual, of course, in view of the lack of facilities and the more or less limited use of the government main line, but nevertheless always ahead— and with each cargo of material come more tools and more equipment to speed the work of construction and planting.

Much of this material has naturally gone up country, but a considerable quantity has remained in port where the town is to be built and where shops, warehouses, etc., are to be erected. Each week shows changes in the sky-line of Puerto Armuelles. The new bachelor quarters, resplendent in a coat of yellow paint, takes its place beside its companion quarters. Smoke from the chimney of the first building identifies it as the mess hall. Two newly poured concrete foundations not so far apart and not far from some neatly stacked piles of steel show a wireless station in the making; the big galvanized iron-roofed and -sided structure now dominating the clearing houses the M & S and

A typical camp during the early days of the Chiriqui Land Company. In the photo we see Dr. Gage, R. C. Kieswetter and O. M. Gartner

Merchandise Departments, from which a steady stream of material leaves on trains bound up country.

Close by, reaching into the air, are slender steel columns standing in rows and waiting for the trusses which are being assembled on the ground and which will identify the building as the machine shop, whose promised size already threatens the dominance of the big M & S temporary building. Fresh-turned earth and newly laid ties and steel spread over the clearing. Tracks reach out to join their fellows and to ultimately make the fruit yard and shop yard; two legs of the wye curve toward the main and another curves toward the new wharf. When completed these will connect up in an efficient net-work of tracks which will constitute Armuelles yard. Beyond the tracks labor camps appear, new and fresh-looking in their unpainted lumber. Still further on are skeletons of more unfinished camps, beyond which the task of clearing goes on—trees are felled, stumps rooted out and roads cut through the jungle up the slope where the office building will be erected and where bungalows and quarters for employees will dot the hillside.

Armuelles is a town in the making. Those with imagination can visualize the completed town, and the picture will show another garden spot in the tropics which our Company has caused to grow from a tangle of seemingly impenetrable jungle.

It won't be long now!

Turrialba—A Reverie

The rolling hills of Turrialba recall some history to

Rafael C. Calvo

Agricultural Office, Limon, Costa Rica

IT was one of those glorious mornings which instil in one's soul the spirit of adventure and wanderlust, when nature is most alluring, spreading her gorgeous raiment in a regal panorama. The beauty of the morning seemed spiritual and ethereal, rather than merely a vista of brilliant foliage, surrounded on all sides by the rolling hills and majestic mountains which enclose the verdant, rich valley of Turrialba. In those hushed moments of dawn the very air seemed to glory in its freshness, each breeze whispered some mysterious and intriguing message, and the call of the birds rang out in personal welcome. Even my horse seemed glad to be out, and as he trotted briskly along the winding road that climbed the hills toward Colorado I gazed over my shoulder to see behind the mountains in the east the first warning the sun was sending of its glory.

When I finally reached my vantage point, at an altitude of 300 meters above Turrialba, the crest of the volcano of Turrialba was already bathed in sunlight, although I could not yet see the sun. At length it burst brilliantly above the crest of the mountains, away in the distance, lights and shadows playing in the magnificent panorama of mountains and hills and valleys that spread for miles before me.

As I dismounted and my horse grazed contentedly, the thought came to me that could these hills talk and impart their history, I should hear a tale of surpassing interest. Indians had once been the sole possessors of all this grandeur, and although the Spaniards had reached Costa Rica in the sixteenth century, it was not until the following century that they really penetrated this territory in numbers.

First the missionaries had come. Could I go back three hundred years, I should see below me, to the northeast of the present site of Turrialba, the church they founded, the pueblo of Indian huts, and the houses of the missionaries, which came to be known as Turrialba la Grande. Near this spot one may see today the remains of a fort built by the Spaniards, with a tower and a smaller structure resembling a sentry turret prominent among the ruins. A little to the west of this site the

ruins of an ancient *cuartel* give mute testimony to the punishment meted out to rebellious subjects and unruly Indians. The Dominican Friars later founded a monastery here, the ruins of which may still be seen on the site occupied by the Dominica Farms and Industrial Corporation, named after the Dominican Friars.

AWAY below me, cutting the landscape like a silver ribbon, the Reventazon rolled on its course to the sea. In Angostura, where today practically the entire land is under banana and coffee cultivation, the Spaniards founded a settlement which was known as Turrialba la Chica. At Pavones, a short distance from this spot, stand the ruins of an old *cuartel,* evidently used also as an armory; some rusty Spanish arms were unearthed there years ago. The road which I saw winding and twisting toward Angostura follows the same route which the ancient Indian trail, later used by the Spaniards, took to Tierra Adentra (this included the section now known as Chirripo) and Talamanca, and extended to the province of Veraguas, now a part of Panama. It is interesting to note that Ferdinand and Isabella, king and queen of Spain, honored Columbus with the title of Duke of Veraguas, which country he had visited in 1503, entering from the bay of Almirante. Unfortunately, the honor came too late, Columbus having died in poverty and misery. His heirs, however, received the title, which exists in Spain today.

On an April day in the year 1666, this peaceful valley which I now surveyed was disturbed by a motley crowd of some six hundred buccaneers. This odd, ill-assorted crew was led by the Englishman, Mansfield, who had as his lieutenant the later famous Harry Morgan. David the Dutchman, who had been present at the sack of Granada, Nicaragua, the previous year, another Englishman, Broadley, and the Frenchman, Le Maire, were among the leaders of this ruthless band, which included Englishmen, Frenchmen, Spaniards, Portuguese, Greeks, Levantines, Indians and Negroes. How Alonso de Bonilla, a Captain of the Spanish forces of the Colony, and a worthy descendant of the Conquistadores, outwitted the raiders, is one of the fascinating tales these rolling hills of Turrialba might tell, were they endowed with speech. Bonilla having made a feint of attacking the pirate camp, the marauders believed that the entire Spanish forces were lying in wait for them, and they made a hasty retreat toward the coast.

That was the first and last these hills ever saw of buccaneers, for although the "Mosquitoes" frequently raided the cacao plantations of the lowlands, they never dared penetrate far into the country.

My meditations were suddenly rudely shattered by the piercing shrill of a siren. I jumped perceptibly, wondering subconsciously whether this could be some weird instrument of the Indians signaling of my daring intrusion into their domain. But hastily returning to the present century, I realized that what I heard was the siren of the Aragon Sugar Mill, and that it was six o'clock and high time that I rode back to Turrialba, to coffee and to my office, there to turn in some twentieth century rainfall reports to a twentieth century UNITED FRUIT COMPANY Division head office in Limon.

Find the Word!

On page 575 there appears the key to last month's puzzle picture. Here is Mr. Child's contribution for this month. See how quickly you can extract the letters of the key word hidden in this picture. Next month the solution.

Costa Rica

Field Service of the Medical Department

PREVENTION of disease and sickness being the watchword of the Medical Department, an enlarged system of Field Dispensary Service was inaugurated in 1928, which has more than proved its worth by reducing hospital admission cases, and by gradually driving home to all laborers the value of proper care and prompt treatment in the event of illness or accident.

The initial experiment was made with a remodeled camp car, which was placed at Monte Verde, one of the Division's largest farms, and has rendered excellent service since last September. Periodic examination of laborers, and the taking of blood tests for indications of malaria, lead to the speedy changing of any positive findings to negative, as a result of correct treatment with quinine and Plasmochin. Monte Verde is now witnessing the unusual spectacle of natives appearing voluntarily at the dispensary, rather than having to be routed out when found to be incapacitated by illness, which could have been prevented or cured quickly if "nipped in the bud".

As a result of the success of this Field Dispensary car, two specially designed cars were built at the San Jose shops, containing sleeping quarters, waiting room and dispensary. These cars were intended for the Banana River and Zent Districts, to be moved on schedule from one large farm population center to another, but as they were completed just at the time the railroad wash-out oc-

New type of dispensary car built for service in Estrella and Zent Districts at present doing duty in the reconstruction of the railway

curred, one is now at "Torito," serving a large group of men engaged in rehabilitating the line and the other is at Puntarenas, on the Pacific coast, to serve the increasing number of employees in that port.

An emergency dispenser is now located between Siquirres and San Antonio, with supplies at different points, to serve the powder and reconstruction crews in that District.

An excellent demonstration of how modern inventions tend to aid science is seen in the transportation of medicines and supplies by airplane to the Field Dispensaries, located on the other side of the railroad wash-out.

To the permanent Dispensaries in Estrella and Siquirres Districts a third one, located at Pejivalle farm, in the Turrialba District, has been added, filling a long-felt need in the Company's coffee plantation that has a population of nearly 1,000.

These units of the Medical Department are making a record for themselves, and are appreciated by the laborers, who are saved the loss of much working time by having this service right at hand.

The New Library

LITERARY enthusiasm ran high in the Division recently, with the result that a special meeting of the UNIFRUITO Club was called. A Library Committee was appointed, consisting of Mrs. C. K. Oedell, Mr. B. C. Scoltock and Mr. K. Standish, and a nice sum of money voted for the purchase of books and the maintenance of a Library. Plans were accepted for its installation in the Community House, where a member of the Committee has most graciously offered to devote a number of hours each week to see that things are run properly. Dire consequences have been threatened all delinquents who exceed the time limit for books taken out.

The members of the Committee, not wishing to conduct the Library in an arbitrary manner, have canvassed the Division on the moot question of choice of books, and all tastes are bound to find delectable books to satisfy their literary palates. Gifts of books have already started to pour in, each member of the Committee having contributed most generously. Additional gifts from Messrs. Marsh, Ames and Krauth, together with a host of promises from other enthusiasts, will form the nucleus of a very handsome library, which bids fair to be the most popular undertaking the UNIFRUITCO Club has ever attempted.

Limon Visits Almirante

AT noon on Saturday, February 16, Limon witnessed the departure for Almirante of sixteen high-spirited baseball players to settle a challenge issued some months previously.

When we docked about eight o'clock Saturday evening, the Almirante folks were out en masse to give us a hearty welcome. After being shown our quarters we were treated to coffee and sandwiches at the Banana Club and oh how good that coffee did taste! Following this start there was a general get-together, new friends were made, and, quite naturally, baseball was talked to a finish.

Sunday morning we turned out for a light practice to accustom ourselves to a real baseball diamond and new surroundings. It was a perfect practice until three of the boys—Davis, Miller and Kelley—decided to play a little football to complete their limbering up exercises, and Kelley was limbered to the extent of a fractured wrist.

After the practice most of the boys took advantage of the opportunity to inspect the Almirante Cacao Plant. It is quite a bit larger than ours, but in spite of this fact and also of their larger production, we were not convinced that they were able to turn out a better product than Costa Rica.

By Sunday noon the baseball fever was at its highest pitch, and at 2:30, with the stands and sidelines packed, the game was on. Starr for Almirante and Prince for Limon, were the opposing pitchers. The game was perfect until the fourth inning, when with Almirante leading 5 to 4, our team struck against playing Sunday baseball, left Prince high and dry, and Almirante walked away with an 18 to 5 victory. It was a sad blow, but we still held hopes for the following day.

Sunday evening we were tendered a splendid banquet at the Banana Club. Players of both teams were interwoven about the table, and such a happy and talkative gathering has seldom been seen anywhere. Picture souvenirs of Almirante and its ball team were given to each Limon player, and were much appreciated.

Monday morning we were all bustled into motor cars for a trip on the line, and on the golf links at Farm 8 some of the boys took advantage of a few holes, Bob Johnson, Fatty Prince and Swep Davis having the longest scores.

Monday afternoon saw the two teams again facing each other, Panama quite con-

fident after the previous day's result, and Limon determined. Starr was again in the box for Almirante, with Haase doing the honors for Limon. The game was fast and thrilling from start to finish, the rooters continually on their feet. However, Almirante, making the most of its hits and running the bases perfectly, struggled off with a 7 to 3 win, and the championship. However, we are not discouraged, Almirante, so watch out next time.

Monday night a splendid dance was held in Guabito. Special trains gathered everyone from far and near to the hall, and the cap was put onto a two days spree.

Early Tuesday morning the *Talamanca* bore the Limon crowd homeward. We failed in our main objective, the ball game, but with the fellowship and sportsmanship shown us, and the friends made, we hold no regrets.

You gave us a great time; many thanks, Almirante.

IT is with pleasure that we announce the promotion of Mr. Joseph R. Hughes to the position of Chief Clerk in the Accounting Department of this Division. Starting with the Company in the fall of 1923, José has served in Guatemala, Honduras, Cuba and Costa Rica. He came to this Division in November, 1926 as clerk.

The steady consistent climb of Mr. Hughes and the broad view of the Company's operations attained by service in so many Divisions combine to amply qualify him for the position he now holds. Everyone wishes Jo the greatest possible success.

Ed Spence has been transferred to the Chiriqui Land Company and we will miss his genial presence, but feeling, as we do, that Ed has the qualifications, we expect to hear big things of him.

Leave-taking seems to be the order of the day and now it is Frank Dugan, another popular farmer, who has left us for Chiriqui. Frank made a spectacular exit, leaving on March 2 on a plane of the Pan-American Airways, Inc., bound for San José, and from there to Puntarenas, whence he will sail for Armuelles. The Chiriqui Land Company must have a strong liking for Costa Rica by this time, considering the excellent material they have secured from this Division.

Kenneth G. McClean, Assistant Cacao Inspector and impromptu trap drummer at many a UNIFRUITCO Club dance, resigned his position and sailed on the S. S. *Saramanca* on February 9, bound for Trinidad, where he has been called to manage his family's cacao estate, to the regret of all his friends in Costa Rica.

On the same boat with Ken were Bill Crosby bound for Guatemala, and Reg Tyler off to England and vacation. Reg also threatened to visit the Riviera, Paree and other places of interest.

On board the S. S. *Toloa,* which sailed on February 24, were E. B. Forbes and E. F. Spence, farmers, bound for the States and vacation.

The work of reconstructing our Railway is progressing very satisfactorily. The only portion of the line now inoperative is that part between Las Lomas and Tunnel Camp. At these points steam shovels and large gangs of workers are fast bridging the gap which when finished will enable the railroad to again operate trains right through to Alajuela.

Conductor E. C. Patterson has resumed duty after his recent illness.

The Material and Supply Department welcomes back an old timer, Mr. W. D. Syrett, who has returned to Costa Rica after an absence of fifteen years. Mr. Syrett states that his travels during that time have carried him to nearly all other Central American countries and notwithstanding the fact that very few of his old friends and acquaintances are to be found here, he thinks Costa Rica is the best.

The S. S. *Iriona,* on February 1, unloaded at this port six feet two inches of ambition answering to the name of George Zimmerman. He hails from a place called New Mexico and feels physically adapted for the preparation of all lengthy reports in the Accounting Department.

New Arrivals:

Anselmo Corzo, from Colombia Division, to Overseer, Agricultural Department.

Ernest L. Kelly, from Texas, to Timekeeper, Agricultural Department.

William W. Pate, from Tela Railroad Company, to Soil Chemist.

Native boats—Lagoon of Colombia

Colombia

A New Resident's Impressions of Santa Marta

By *Helen* T. *Mack*

ISN'T it funny how preconceived notions and actualities so seldom tally! And queerer yet are the vague ideas of geography and conditions we of North America have of South America. When friends at home learned that my future home was to be in Colombia, I was besieged with every imaginable query and comment.

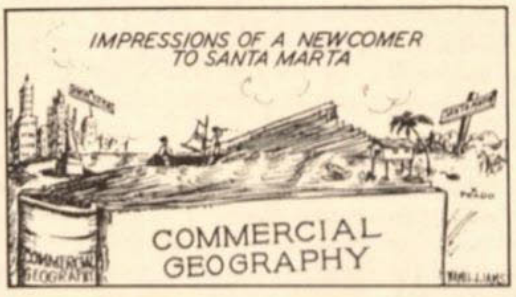
One girl who has been through college, and who sailed through a course in Commercial Geography (I know, because I sailed with her) remarked, "So you are going to live in the tropics! How romantic! Will you live in a house on stilts?" And an old family friend contributed the information that he had a cousin in Brazil, somewhere, and that he hoped we might have the opportunity to meet him. Someone else expressed horror at the expectation that we would probably meet an untimely death through snake bite.

And so it went. Each one with his preconceived pictures and his half-facts. As for me, I don't know exactly what I expected. I had made a flying cruise through the Caribbean the previous summer, with a three-day stop at Santa Marta, but the impressions of a tourist are apt to be decidedly colored with the romantic or the sordid, depending on the edibility of the dinner the day before, or on the entertainment enjoyed the previous evening.

It is necessary to live in a place, to meet its people, to be unsuccessful in locating what at home would be an ordinary household convenience or be surprised in stumbling across some unexpected choice tidbit, before one can form any more or less definite opinion of that place.

So far, I believe the thing which has made the deepest impression on me is that general living conditions for us in Santa Marta are, after all, not so radically different from those in the States.

The weather might well be that of any summer hot spell in any part of the United States, except that the nights are always comfortable and the extreme humidity of those spells is missing, during the present season at any rate. There is little difference in actual temperature from one month to the next, but



the windy season, which is now at its height, is said to be the most comfortable. Certainly, the heat is not at all oppressive even to northern blood, except, perhaps, during the middle of the day, if the wind happens to die down.

And that wind is most spasmodic. For hours there may be the gentlest of zephyrs, and then in a twinkling furious puffs and blasts are shaking every shakeable thing, tossing the palms, and blowing swirls of dust clouds through every crevice. As suddenly—ten minutes or ten hours later—the gale subsides.

The whole Prado gets up early, for the early morning is the loveliest time of the day. The air is fresh and sweet, the birds sing, the rising sun tinges with opalescent mauve the heavens behind the encircling fringe of mountains and touches to gold the hummocks and gullies on their sides.

The vegetation, as one would expect, is typically tropical. Giant cactus flourishes along with many scrub trees and shrubs, some of which have beautiful and sweet-scented blossoms. Certain species of trees, when watered and cared for, grow to tremendous size and luxuriance, suggestive of rural England. Flowers there are in abundance. There is nothing in the world more gorgeous than the deep rose-colored or red Bougainvillea found here.

The insect world, as might be expected, is abundantly represented, with ants leading. It is practically impossible to keep them out of the house, and one soon becomes accustomed to them. So far, I have not made the first-hand acquaintance of the wood ants, but one hears tales of their destructive tendencies and voracious appetite for any kind of wood, shoe

leather, cloth, paper, book bindings — almost anything, it seems, that provides good chewing. Any article left undisturbed is likely to furnish an unpleasant surprise for the housewife when light is finally shed on the unexposed side.

Even the food is not so different from that to which we are accustomed. Staples and even fresh fruits and vegetables are imported from the States. The purely native foods which are served most appear to be the papaya, a delicious kind of melon with a very fragrant aroma, and the plantain, which in appearance and taste is somewhat similar to the banana.

So much for the impressions of a newcomer in regard to the tropics in general and Santa Marta in particular. I have seen no house on stilts. The likelihood of our running into the cousin of the family friend seems most remote. I have yet to meet a snake. No, we do not live on bananas. I have heard it said that three years of living in the tropics banishes forever any desire to return to temperate or frigid climes. It will be interesting, I think, to test out that theory.

United Football Club

DURING the month of February three games were played with visiting ships.

The first game, on February 4, with the team of the S. S. *Bayano,* resulted in a draw (1-1). Team: Ellison; Law, Downing; Ker, Lewis, Cooper; Ross, Jones, Wall, Whybrew, Platt.

In the second game, played on February 19 with the team of the S. S. *Camito,* the United were without four of their stalwarts in Downing, Law, Ker and Gregory, but succeeded in running a much improved ship's team to a 2 all draw. Team: Ellison; Robinson, Lewis; Platt, Cooper, Vincent; Ross, Jones, Wall, Whybrew, Dammers.

On February 25 the team of the S. S. *Changuinola* provided the opposition. The ship's team ran out deserved winners, but not to the extent that the score of 5-1 in their favor would suggest. As a matter of fact, three of their goals were in the nature of gifts, the ball in each case just trickling over the line through the fingers of the homesters' "goalie" who, though a keen and valued supporter of the Club, does not play and very sportingly "turned out" to fill one of the several gaps in the United ranks caused by eleventh hour casualties. The game was ably controlled by Mr. Scott, the ship's Third Officer. Team: McLean; Wall, Lewis; Platt, Ker, Harvey; Ross, Jones, Gregory, Whybrew, Stanley.

General News

RECENTLY the Merchandise and the Material and Supply Departments were merged under the direction of Jack Kansas. Jack is helping to make us all happy and comfortable, by keeping all of his stories well stocked. Laurence E. Mack was appointed Assistant Superintendent of the Merchandise Department. Emilio Miqualez, formerly Chief Clerk of the M. & S., was appointed Assistant Superintendent of that Department, and Latham B. (Pop) Mullins, Chief Clerk, and in charge of furnishings.

On January 14 the Accounting Department gave a farewell party for George Griffin. As the toastmaster so aptly remarked, "There are good eats, delicious drinks, and a dandy bunch, but Griffin is leaving, and that's the —— of it!"

Mr. Griffin was with the Colombia Divi-

We haven't a picture of the United Football team who played on February 4, 19 and 25 against the teams of the "Bayano," the "Camito," and the "Changuinola," but here are the same young huskies dressed for cricket, in which they also excel

Upper row, left to right: W. Ellison, W. Ross, A. V. Cooper, H. T. Gregory, E. Lewis, R. W. Whybrew, T. B. Wall
Lower row, left to right: G. Ker, G. S. Jones, D. Downing, C. P. Stanley

sion since May, 1924, and left his position as Chief Clerk to take the place of Chief Clerk in the Guatemala Division. He was one of the most popular members of the Colombia Division and had it not been that he went to a promotion, Santa Marta would not have let him go.

Mrs. Henry Kuylen arrived from Costa Rica to join her husband, who is now Superintendent of Tucurinca District. Her son Douglas came with her.

Mr. and Mrs. C. J. Stockbridge are the proud parents of a baby daughter, Nancy Ann, born December 29. According to the Santa Marta connoisseurs she is a most beautiful baby—in fact it has been unanimously decided that she looks just like her pa!

At a dinner party on Sunday evening, February 17, Mr. and Mrs. Orlando Flye announced the engagement of their daughter, Eva, to Mr. Dennis Downing. Mr. Downing is with the Anglo-South American Bank, and has left for England on vacation.

Almirante's Album
Page XVI

SPEAKING of Old-timers, here is Mr. John P. Dannahy and a record of his achievements.

July 1, 1910—employed as Railway Conductor.

October 1, 1911—promoted to Assistant Terminal Superintendent.

October 1, 1917—promoted to Yardmaster.

August 12, 1922—transferred to Exportation Department and placed in charge of Cacao Plant.

June 1, 1923—promoted to Assistant Port Superintendent.

June 18, 1927—promoted to position of Port Superintendent.

Mr. Dannahy will soon have completed 19 years of service, all of it in the Panama Division, and has contributed his share at the loading end toward making UNIFRUIT bananas "The Best".

For recreation he reads *Popular Mechanics* and *Scientific American*, as a result of which he has developed an inventive streak and should some day be heard from.

If he received a medal for each life he saved from drowning he would have as many as there are fingers on a Changuinola "Nine".

His nickname "Gladhand" is highly appropriate.

Dr. W. A. Barber, Mr. W. R. V. Komp and Mr. B. Neuman of the U. S. Public Health Service are visiting our Division for the purpose of studying the activities of the malaria mosquito and its extermination. With them is also Dr. R. C. Collins, Malaria Specialist of the Rockefeller Foundation, who, before returning to Southern Bulgaria, is investigating the work we are doing. Following their strenuous days tramping through the bush, these gentlemen find recreation on our ball field, tennis courts and in our swimming pool.

Mr. J. J. Corrigan is spending a few weeks with us, specializing in sanitation.

Deputies to the National Assembly representing the Province of Bocas del Toro, Senores Pacifico Melendez P., Ramon Escabor and Diego E. Pardo, have returned to Bocas following the close of the regular session of the Assembly.

Miss Caroline Kirk, Accounting Department, has resigned to become Mrs. Edward G. Norling. Miss Kirk was a regular contributor to our magazine and a cheerful member of our

Division. Her coming marriage was heartily celebrated by her many friends. The ladies showered her with linens and fellow employees presented her with a purse of gold as a token of esteem.

Seven hydroplanes en route to Cristobal from Norfolk, Va., swooped down upon us unexpectedly at dusk on January 17. Being tired and hungry following a day of hard flying, the airmen were delighted to find food and comfortable beds available for them. They took off the following morning for Cristobal to continue with fleet manoeuvers.

The Victorious Team

The Panama Division sent in an account of the famous baseball tournament of February 16 after we had received and set for print Limon's story of the affair. As we could not feature both accounts we have regretfully omitted Panama's equally interesting one and given our readers that of Limon chiefly because of the fact that although they lost the game the Limonites were enthusiastically appreciative of the courtesies extended them and of the friendships they made at Panama.

We are glad to present, however, this very good cut of Panama's team with the names of the victorious players.

Back row, standing, left to right: B. E. Bookout, R. Paterson, R. M. McGarvey, L. Hickey, M. Graham, W. Vorhaben.

Center row, sitting, left to right: J. Barnet, A. C. Sawyer, J. I. Morris, E. Starr, G. Olson, W. F. Keating, H. Lowry.

Sitting in front: C. Lowing.

The two men at the quarry had been set the task of smashing an enormous slab of stone. After half an hour of hard work, involving the breaking of two hammer handles, the slab remained whole. The foreman then strolled up, looking disgusted.

"Give me that hammer," he said to one of the men, and with one mighty blow he broke the stone in two.

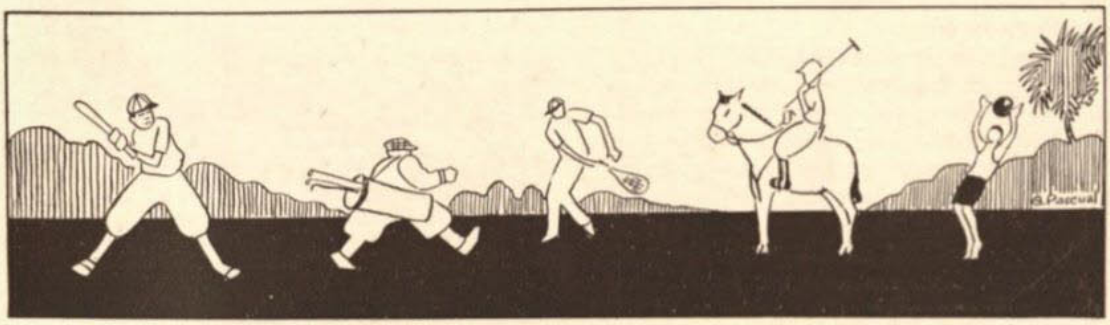
"There," said the foreman complacently. "That's the idea."

"Oh, yes," agreed the other "but don't forget that me and my mate have been softening it for the last half-hour."

A colored preacher, taken to task by one of his elders for dealing with subjects which, the latter said, were inscrutable, replied with dignity: "I am here, sah, to unscrew de unscrewtable!"

—*Banana Budget*

Banes



How to Keep Fit in the Tropics

By Earle F. Currier

IF you want to keep fit in the Tropics, take plenty of outdoor exercise. This is the secret of winning not only health but wealth and happiness as well, and it applies the world over whether you live in the torrid, temperate or frigid zone. Keeping fit physically will keep you fit mentally. *Mens sana in corpore sano* the Romans used to say and there is no doubt that mental fitness spells peace of mind and efficiency in one's work.

Maintaining our bodies in physical trim should be considered not alone as an obligation to ourselves but also as a duty to the organization that employs us. Today all large business concerns have come to realize that they cannot operate efficiently without healthy and contented employees. The UNITED FRUIT COMPANY has taken the lead among organizations operating in tropical countries in providing its personnel with facilities for open air recreation and the employees in these parts appreciate what has been done for them in this connection.

We offer Banes Division as an example of what the UNITED FRUIT COMPANY is doing to provide the necessary amount of outdoor play for the employees of its Tropical Divisions. Here there is a sport or game for all—polo, basket-ball, tennis, baseball, swimming and riding are included in the list of attractive recreations the employees may enjoy here at practically no cost to themselves. There can be no excuse for a man not keeping well in Banes from lack of exercise.

The climate in Cuba comes very close to being ideal and there are only two short rainy periods during the whole year—one in the fall and the other in the spring—when outdoor sports cannot be indulged in.

We have in the Banes Division tennis courts, a baseball and polo field (the latter serves also as a golf course) and a basket-ball court. The Banes Athletic Club, organized for and by the employees of this Division in 1922, has done much since its inception to foster athletics in this locality. There are four separate sports committees working under its direction—baseball, basket-ball, football and tennis. Club members are assessed $1.00 a month, and approximately 50 per cent. of the yearly receipts are spent in organizing tournaments and games. Polo has been a popular game in Banes since 1909 and was originally introduced through the efforts of Mr. Harold Harty, our former Division Manager. Any one desiring to take up the game is heartily encouraged to do so and everything is done to make it as inexpensive as possible. Sundays in Banes are very apt to be dull when there is no polo game.

Tennis has many devotees and the excellent grass courts we have in town do not remain long unoccupied after the five P.M. whistle has blown.

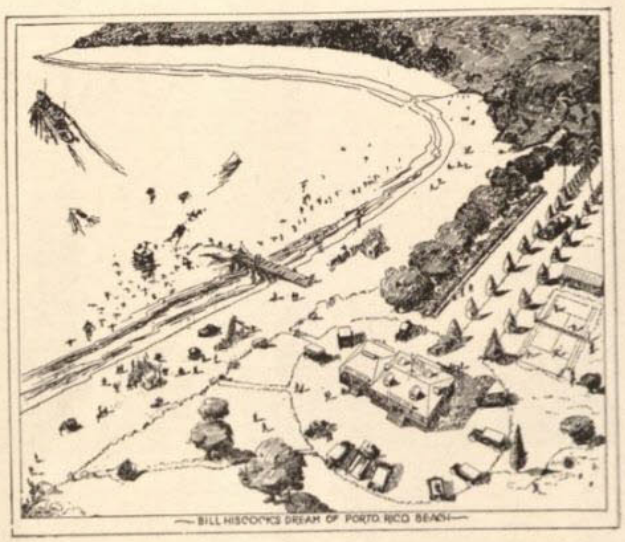
Our nine-hole golf course is not very large but once around is a whole mile and we can assure our readers—this is based on observation — that it has been responsible for the loss of a considerable amount of avoirdupois among our golf enthusiasts.

Baseball, the ever popular game, has not yet lost caste in these parts and Preston will be welcome any time for further instruction in how to play the game.

Last year Bill Hiscock built us a basket-ball court and now that electric lights have been installed the Saturday evening basket-ball game has come to be an event that is looked forward to by the community.

Riding can be indulged in by those who like it, for many beautiful rides may be taken in the vicinity of Banes; and last but not least there is a splendid bathing beach just nine short miles away which is the best place we know of for a Sunday frolic.

We realize that all UNITED FRUIT COMPANY Divisions have not perhaps the same opportunities for athletics as those enjoyed by the employees who are fortunate enough to be located in Banes, but wherever you happen to be situated in the Tropics, avail yourselves of the advantages that the Company places at your disposal and get all the physical exercise in the open that your spare time will permit. Make a point of giving your body the necessary amount of physical exertion to keep it sound if it is only one-half hour of physical jerks in your room. It is the only way to retain your pep and we know of nothing better to prevent one from getting fed up.



Mr. Clifton I. DuFilho has assumed his duties as our new Hotel Steward and bids fair to be the most popular man in town. They say that the way to a man's heart is through his stomach but it would appear that this applies to the ladies, too! You know your stuff, Cliff. That name'll get 'em if nothing else does!

Mr. C. E. Romhild, Assistant Storekeeper, was transferred to Tela, Honduras, February 12. We wish him luck in his new position.

Our Artist's Impressions of Banes Sports

Castilla

WE had the pleasure of a short visit from Mr. C. H. McClellan who came over from Tela on February 11 and spent a day at Castilla.

On February 9, the members of the Caxinas Club gave a Carnival Masquerade Dance at their Club Room in Puerto Castilla. The prize for the best costume was won by Miss Lidia Callejas, as "Miss Central America". She carried the famous motto—*"Haga Ud. algo por la paz de Honduras"*—which has been spread so successfully throughout the country during the past two or three years.

Mr. Wm. McFee, renowned author, for many years an engineer with the Great White Fleet, passed through Castilla on February 15 as a cruise passenger on the S.S. *San Blas*.

We were very glad to have the U. S. S. *Galveston* with us again from February 13 to 16. During the ship's stay in port two ball games were played, our team winning both. A dance was given in the Club on the night of February 15, music being furnished by the excellent orchestra from the *Galveston* and our own Marimba. Everybody enjoyed the visit and we hope to see the *Galveston* back again soon.

Mr. Bobbie Woolfolk spent most of February in Tegucigalpa, his old stamping ground. He made the trip up and back in the airship *Tela*.

An Old-Timer Returns to Castilla: Mr. R. H. Coutant, who recently rejoined the ranks of the Electrical Department, is a real old Castillaite. He was employed here by Contractor H. M. Fields from March to September, 1916, and by the Company in the Mechanical Department from September, 1916, to January, 1924—with the exception of about two years during the War. They all come back sooner or later.

Mr. Richardo Callejas, of the Accounting Department, and family, left for Tegucigalpa and San Pedro the latter part of January for six weeks' vacation.

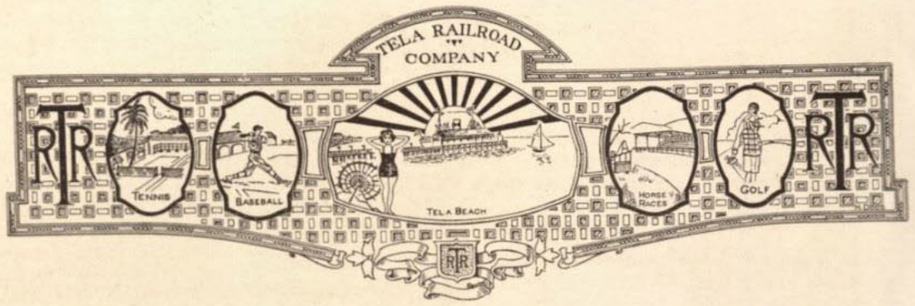
Dr. R. A. Thompson arrived from Tela February 1 and will be in Castilla about three months. He and his family came over by plane and are now very much enthused over this mode of travel.

The Aycock family sailed for New Orleans on February 4. Mr. Aycock will return after six weeks' vacation, but Mrs. Aycock and children expect to remain several months.

This is Sue Lyle, delightful little daughter of the Superintendent of Cuaca District, Truxillo, Mr. K. B. Block, and Mrs. Block. Sue Lyle truly belongs to a UNIFRUITCO *family for she has as an aunt Mrs. Tom Barnett of Boston, Mr. Block's sister, and as an uncle, Mr. Henry Hogaboom of Tela, who is Mrs. Block's brother. Mrs. Block and the baby arrived at Puerto Castilla on the "Turrialba," February* 11, *after spending the fall and winter in the United States, chiefly at Vicksburg, Miss., with Mrs. Block's mother, Mrs. G. E. Hogaboom*

Plans for construction of a new tennis court are completed and work is progressing at a rapid rate. This will be one of the fastest courts in Central America.

Mr. C. J. Bainum has returned to Castilla after a short stay in the States.



Conference on Research Investigation

DURING the week of January 17 to 23, 1929, a conference was held in Tela, attended by the following research workers of the UNITED FRUIT COMPANY: Dr. John R. Johnston, Director of Agricultural Research; Dr. O. A. Reinking, Director of Tropical Research (Chairman); Dr. L. C. Wheeting, Chief of Bureau of Soil Investigations; Dr. W. Popenoe, Director of Agricultural Experiments; Dr. R. B. Tewksbury, Statistician; Dr. A. Bonazzi, Physiologist in Charge of Sugar Cane Investigations; Mr. A. N. Hartman, Assistant Director of Agricultural Experiments.

Prior to the conference proper, inspection trips were made through Castilla and Tela. During these trips the various experimental plots were investigated and a common understanding of conditions was arrived at so that during the conference the projects could be discussed intelligently.

The object of the conference was more or less two-fold, that of prime importance being the discussion of all research projects outlined for the year 1929, in an attempt to modify, reject, or add to, and finally approve the projects to be carried. Another object of the conference was to acquaint the various workers with one another, and to familiarize the members from Boston with tropical conditions and the tropical members with the needs of the Boston office.

To these ends the conference was a success and undoubtedly will result in more profitable experiments and a better understanding of conditions by the agricultural research workers.

Baseball Banquet

Among those called on to speak at the Baseball Banquet on February 17 by the toastmaster, Andre Garsaud, Manager of the Tela Baseball Club, was Hardy Beuchot, Secretary of the Club. During his interesting talk Mr. Beuchot said:

"Interdivisional baseball as we know it promotes good will among employees of the UNITED FRUIT COMPANY. Not only among those that participate in baseball competitions does it stimulate that feeling, but among all the employees of the Divisions represented.

"There is no doubt that the friendship and good will existing between the Guatemala, Truxillo and Tela employees has been enhanced by their baseball relations. I venture to say that no sport could hold the tie better than baseball. The good results in this respect attained in the Northern Tropical Divisions I believe should prompt the Company to promote inter-sectional baseball competition; that is, games should be played between the victors of the Northern Tropical Divisions and the champions of the Southern Tropical Divisions. Possibly in the future plans might be made to go even further by arranging games between the champions of the Domestic Divisions and the champions of the Tropical Divisions.

"Baseball activities as started, if properly developed, should prove a sound foundation upon which may be built a superstructure of permanent good relations and business cooperation from which nothing but good can accrue to the interests of the Company. It might even gain much attraction in the eyes of the public in the various countries in which the UNITED FRUIT COMPANY operates."

Fourth Meet of the Tela Racing Association

R. B. Nutter, President
P. Goodbody, Secretary
A. W. Graves, Treasurer

The fourth race meet of the Association was held Sunday afternoon, February 10, at the Aviation Park course, Tela, Honduras.

"Spinach," winner of International Derby (sixth race), thoroughbred recently imported from Jamaica by Messrs. H. H. Hutchings, K. T. Roberts, and D. K. Linton, employees of the Tela Railroad Company, who are joint owners of this beautiful animal

This meet, and the three previous ones, have assured the members of the success of their organization, for which the officers and committees deserve full credit.

The crowd, totaling nearly 2,000, consisted of fans from all parts of Honduras, particularly from La Ceiba, San Pedro Sula, Puerto Cortes and Progreso. These cities also contributed entries for many of the races.

The gates were opened at 12:30 P.M., and both grand stands were filled by 1:30, at which time the first race started.

Betting through the pari mutuel machines was heavy on each race, most of the winners paying good odds. The total number of betting tickets sold amounted to nearly 4,500. The handling of the pari mutuel betting and paying booths was efficiently carried out by members of the Association who volunteered their services. Mistakes made in the previous race meets were practically eliminated this time, and it is hoped that with the experience gained, future meets can be conducted in an almost professional manner.

Various improvements which have been effected and all expenses in connection with promotion of these races are paid for by the Association which, as has been previously stated, is composed of and supported entirely by employees of the Tela Railroard Company.

Besides being a source of great interest to everyone in Honduras, these races are encouraging the importation of thoroughbred foreign horses, for which class the last race on the program, the "International Derby," is set aside. Three of the horses entered in this race, Spinach, Ice Box and Lady Mark, were imported from Jamaica recently, and Bolshevik (Aeroplane) is from the Havana course. All four came to Tela with excellent records.

Golf Club

The annual meeting of the Tela Golf Club was held at the Masonic Club on the evening of January 19, 1929, and the following officers were elected for the year 1929:

President, Dr. R. B. Nutter; Vice President, Mr. M. D. Lothrop; Secretary and Treasurer, Mr. E. G. Swanson.

The Club now has seventy-nine members, of which twenty-five are ladies.

Baseball

On February 8 we played the team of the U. S. S. *Galveston* and won by a score of 10 to 2. It seemed to be the old team again, and the battery work of Finnigan and Swafford, the fielding of McMullen, and the hiting of Girdner and Swafford, were features of this game.

We are now getting ready to start the final series with Castilla for the championship of the Northern Divisions. The present standing is two games won and two games lost for each team. The first game will be played in Castilla on March 10, and the other two games in Tela the following week. The boys of the Tela team are predicting a sure win and are "rarin' to go".

At a get-together meeting at Rossi's Sunday night, February 17, there were in attendance besides the ball players, Messrs. McClellan, Speh, Lothrop, Cobb, J. G. Beasley and Dr. Nutter. All made their usual spirited speeches and vouched for the moral support of Tela in assisting the team.

Colonel Lindbergh Visits Tela

ON Tuesday morning, February 5, the Tela Aviation Field was crowded with almost the entire population of Old and New Tela awaiting the arrival of Colonel Lindbergh who, piloting a Sikorsky Amphibian plane of the Pan-American Airways, inaugurated the Central American air mail route from Miami to Cristobal.

Colonel Lindbergh arrived at 9:45 A. M. and remained only long enough to refuel the plane, departing at 10:45 for Managua, Nicaragua. He was accompanied by Mr. Benton, mechanic, and had as a passenger Mr. John Hambleton, Vice President of the Pan-American Airways. Colonel Lindbergh's object on this trip was the inspection of the landing fields that will be used on the mail and passenger service route the Pan-American Airways proposes to establish from point to point of this continent.

Colonel Lindbergh lands at Tela on his trip of inspection of the landing fields to be used by the Pan-American Airways

Mr. R. H. Goodell and four guests were present at the arrival of Colonel Lindbergh at the Aviation Field, having flown to the field in the UNITED FRUIT COMPANY airship, the *Tela*.

Sailing on vacation: Mr. P. C. Lawyer, Conductor, and Mrs. Lawyer; W. H. Woodward, Machinist.

Returning from vacation: Mr. Geo. Ascough, Dragline Operator, and Mrs. Ascough; Mr. A. J. Doak, Assistant Trainmaster; Mr. F. McMullen, Dragline Operator; Mr. J. E. Thompson, Overseer; Mr. J. F. Thompson, Overseer; Mr. B. Balderach, Merchandise Department; Mr. G. Martinez, Overseer, and family.

New Employees: Mr. Don Swofford, Timekeeper; Mr. Hunter, Locomotive Engineer; Mr. G. Thurell, Locomotive Engineer; Mr. B. Ray, Conductor; Mr. Chester Reno, Stenographer-Clerk, Lancetilla; Mr. S. C. Spiers, Conductor.

Visitors: Mr. D. J. O'Sullivan, Accountant, Castilla; Prof. Livingston Ferrand, President, and Prof. Frank Boworth, Cornell University; Mr. G. C. Munch, Guatemala, Mr. Wm. McFee, noted author; Mr. J. W. Clark of *The Boston Globe* and Mrs. Clark; Mrs. Elinor Mordaunt, English authoress.

A Beginner's Version of the Game "Golf"

A troublesome feature about Golf is the score—
If you don't make a fifty you'll get mighty sore;
You'll stamp and you'll swear and you may throw the stick;
You'll try all your clubs, from midiron to niblick.

When things start to go wrong and you fan, top and dub,
You'll find many excuses, from soft earth to club;
You'll admit that something is radically wrong,
You'll think it's your stance, and your club is too long.

You'll crave for advice but all you'll get is this:
"Keep your eye on the ball and you never will miss.
If you move your feet you are likely to fail—
Get under the ball, then it surely will sail."

No moment of boredom, never dull in the game,
Always eager to play tho' your score stays the same.
Be patient—some day you may see how it's done—
Some learn it in ten years, some learn it in one

—EDNA A. SWANSON*

* Mrs. Swanson is the wife of the Assistant Chief Cler of the Accounting Department.

Havana

—American Photo Studios

View of the new Prado (Paseo de Marti), Havana, Cuba, whereon the Passenger Office of the United Fruit Company is located. The Sevilla Biltmore Hotel is seen on the right, and in the distance, at the foot of the Prado, is Morro Castle

MR. FRANCIS R. HART, member of the Board of Directors of the UNITED FRUIT COMPANY, recently made a trip down the Island to Preston and Banes Divisions, spending a few days with us in Havana before returning to New York on the S. S. *Toloa* February 28.

We were very glad to have with us for a few days recently Mr. L. W. Udell, Treasurer of our Company, from Boston.

Mr. and Mrs. Milton Pettit and party sailed on the S.S. *Turrialba* for New Orleans on February 26. Mr. Pettit is Vice President of the Nash Motors at Kenosha, Wis.

Ramiro de Cardenas, our dashing young file clerk, was one of our boys chosen from local tennis clubs to play in a recent tournament at Miami Beach. Ramiro won his point, although the Cuban team as a whole (four boys and four girls) lost to the Miamians, but all report a very pleasant and enjoyable trip.

Mrs. C. V. Du Mars has joined our stenographic force in the uptown Passenger Office. It is hardly necessary in Havana to say that we extend her a warm welcome; however, Mrs. Du Mars has recently come from Honolulu so she won't mind the heat, and we sincerely hope she will like being a member of our official family.

Mr. Frank Chase of the New York office, who has been "doubling" for Mr. F. R. MacMahon, Division Freight Agent, during the several months the latter has been absent, left for New York on the S.S. *Toloa* February 28. We hope it is to be only *hasta luego* and that we shall have him back with us again in the near future.

Mr. F. Rolando, who has been with the Freight Traffic Department for several years

as Spanish-English stenographer for the Division Freight Agent, left for New York last week, having asked for an extended leave of absence. We are sorry to lose Mr. Rolando, but we anticipate that he will get lonesome and come back to the fold.

Among the notables arriving at or passing through Havana on Great White Fleet ships were: Mrs. Ernesto Mendez, wife of the Panamanian Consul and Attache of Legation at Havana, accompanied by her two children, who returned to Havana on the S.S. *Carrillo* February 6. Mr. W. D. Robbins, American Minister to Salvador, and Mrs. Robbins, passengers intransit to Puerto Barrios on the S.S. *Carrillo,* February 6. Mr. Lucius Wainwright, President of the Diamond Chain Manufacturing Company of Indianapolis, Ind., and Mrs. Wainwright, returned to Havana on the S.S. *Calamares* from a southern cruise, arriving February 6. Miss Robbie Lang (Miss New Orleans), Miss Cora Lee Pomeroy (Miss Galveston), accompanied by Mrs. Ann B. Gibon of the *New Orleans Item Tribune* and Miss Ida Woolford of Galveston, Tex., arrived on the S.S. *Turrialba* February 8 to take part in the Carnival Pageant. Mr. W. A. Chamberlain, in charge of the Illinois Press Association party (19 passengers) arrived on the S.S. *Cartago* February 11, returning to New Orleans on the *Turrialba* February 13 after attending his party at Havana. Mr. A. O. Ceberio, Special Diplomatic Envoy of Cuba to Colombia, Mexico and Central America, sailed for Cristobal on the S.S. *Cartago* February 13. Mr. Franklin E. Morales, formerly American Minister to Honduras, arrived at Havana on the S.S. *Calamares* February 20. Mr. George Dor, Assistant General Agent of the French Line at Havana, arrived from Cristobal on the S.S. *Toloa* February 7. Mr. James Williams and Miss Anne Williams, owners of the Williams Soap & Shaving Cream Company of Connecticut, were passengers on the S.S. *Toloa* for New York.

Cooperation and Economy Exemplified

ON the arrival of one of the New Orleans steamers some short time ago, the purser delivered to the Havana Office a wireless message from the S.S. *Pastores* en route northbound from Cristobal. While beside the point, the message was the usual one in such cases, containing required information as to time of arrival, space available, stores required, etc.

Captain Glenn figured that delivery of his message to the Havana Office could be effected through the New Orleans steamer without loss of time and at a saving of some expense. The practice has since been continued not only by the *Pastores* but by other ships as well, where arrival at Havana of other Company ships coincides with the sending of messages. In many cases this has resulted in saving of time in delivery as well as expense.

This won't take the "Economy" prize but it is indicative of the spirit prevailing throughout the organization, and might we not say that such a spirit is engendered to an extent by our stock ownership plan.

Preston

Mr. Verson W. Gooch spent two weeks in the Division, during which time he interviewed some of the American and English employees. In these interviews he generally took occasion to bring out the strong points of the Company and the opportunity for advancement which it presents to employees.

Mr. Francis R. Hart, Director of the UNITED FRUIT COMPANY, paid us a visit. On the occasion of his first trip to the country, a cane fire started near where he happened to be. This was an unfortunate occurrence, but we understand it was a new experience for Mr. Hart and gave him a good idea of what our field force has to contend with the entire year, and more especially during the harvesting season.

Excellent progress is being made in the harvesting of the cane crop. The mill is running more efficiently than at any time in the past. The daily grinding rate and the average output per day have been greater than in any previous crop. For the first fifty days, the Agricultural Department has loaded and the Mill has ground 366,855 tons of cane, or an average of 7,340 tons per day. The output

has been 247,896 bags of sugar—an average of 4,950 bags or 1,630,000 pounds of sugar per day. The output of molasses in the same period has been 1,597,421 gallons. This molasses is shipped to the United States and there is manufactured and used for various industrial purposes.

Preston's Masquerade Ball

APPARENTLY cooperation has its effect even in our social affairs, as all who attended the recent Masquerade Ball, run by the UNIFRUITCO Club and the P. A. A., will agree. These two clubs are foremost in the activities of Preston's American population, and much credit is due them both for the successful affair held in the American Club on February 16. The hall was decorated in keeping with St. Valentine's day. Our committee of six consisted of Mrs. W. B. Cole, Miss Ople Beeler, and Mr. C. L. Davis, representing UNIFRUITCO, and Mr. I. J. Santamaria, Mr. D. P. Tangney, and Mr. G. S. Lindo, of the P. A. A. Refreshments were prepared and served by Mr. McDevitt, our capable Hotel Steward.

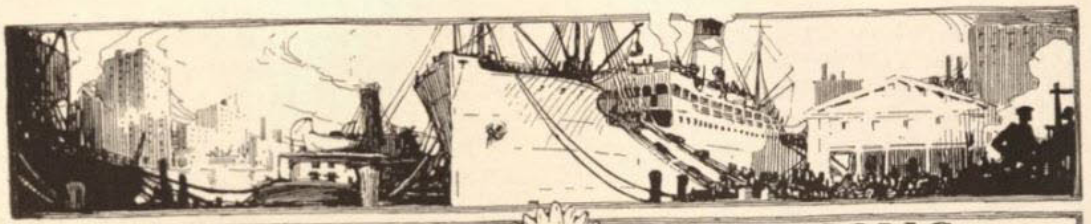
The Grand March, scheduled to take place at 9:00 o'clock, *did* start at the specified time, and what an assembly of beautiful, ugly, weird, ludicrous, clever and fantastic costumes!

Dancing began at 8:30 and the music furnished by our new orchestra, "The Havana Ramblers," brought even heretofore reluctant participants into the midst of the fun. It was unanimously agreed that the success of the party was largely due to the untiring efforts of Mr. W. B. Smith, saxophone; Mr. G. T. Neuman, traps; Mr. Ivan Arscott, violin; Mr. E. A. Suarez, banjo, and Mr. J. E. Dominguez, piano.

Prize winners were as follows: Ladies' most attractive costume, Mrs. W. W. Pollard; Ladies' funniest costume, Miss Marjorie M. Hunter. Gents' most attractive costume, Mr. J. Reid; Gents' funniest costume, Mr. M. L. Downs.

Unifruitco Notables

DURING Mr. Verson W. Gooch's recent stay in Preston most of us were on our good behavior, as his little notebook constantly made its appearance for notes to be used later in an article for UNIFRUITCO. Mr. Gooch's activities at Preston included a speech at Kane Lodge, personal interviews with the new employees—particularly the ladies, general perusal of the Annual Report, and a renewal of old friendships in the Merchandise Department, where Mr. Gooch spent several happy months during the reconstruction period. We understand he has a "soft" spot in his heart for the "hard"-ware department, as this place was instrumental in advancing him one step on the extensive travels for which he is now famous. Mr. Gooch now plays golf more than he does tennis, but he is quite as skilful with the clubs as he formerly was with the racquet.



DOMESTIC DIVISIONS

Boston

Accounting Department

WE would be lost if we were unable to proffer greetings to some newcomer each month. In fact, we would probably draw the conclusion that progress had been interrupted. To save us from such a dire calamity Miss Lillian Horrigan and Miss Margaret Sullivan have joined our ranks. We are glad to say, *"Soyez la bienvenue!"*

After being with us at the General Office for four months, Marion Corriveau has been transferred to Long Wharf. We hope she likes her new "environs" but that she will not forget her old friends. This does not seem likely to happen, however, as we hear that one noon since she left us Marion saw two of our boys and *actually* tore across the street to speak to them. That's the spirit, Marion!

Have you ever stopped to consider a busy hill of ants? Just peek into the Accounting room any of these days, and we doubt if you could find a better imitation. Industriousness is the outstanding characteristic. At present so much industry is visible that "temporary additions" have appeared both on forms and in the way of eight comptometer and three Monroe operators.

In the February issue of UNIFRUITCO Mr. Gooch quoted the views of a seemingly disillusioned Far Western man (from Long Wharf), rendered in somewhat plaintive verse. Had the Far Western man confined his poem to San Francisco, his plaint might have gone unchallenged. But when he spreads out over such a vast territory as "From San Diego to the Golden Gate," he has included Los Angeles, and that is where he has covered just a little bit too much territory. One of the young ladies in our office, who, though she enjoys our New England climate and hospitality, still is loyal to the "Land of the Western Sun," has answered the thrust of the Far Western man with the weapon of his choice, a satirical poem:

Dark Spots Versus High Lights

If "where there is smoke there is fire"
Then a California booster's no liar,
And your poem so filled with satire
Sounds like a "small town crier".

I've hied me hither from old L. A.
And enjoyed New England in every way,
But I do declare, it cannot compare
With the many good things we find out there.

You've forgotten to mention the streets well paved,
The freedom from slush your boots are saved,
The clean, clear air, so fresh and sweet,
Free from both soot and stinging sleet.
The snow here is beautiful, I'll agree,
But the ice and mud are horrid to see.
Food there costs less and rent's not so high,
Children for sunshine need never cry.
Coal bills are things that've never been known,
Rest is never disturbed by mosquitoes' drone.
Surf-bathing's delightful; there are mountains to climb,
The day's not too hot and the evening's sublime.

I'm not writing an ad to sell you the West,
"The majority rules" by the age-old test.
After all, the boosters have migrated there
And remain till they die because it's so fair.

—ESTHER J. CATTERMOLE

What a Typist Thinks About

OH, dear, there *would* be the wrong kind of a ribbon on here. I wish I didn't get my hands so filthy. Peg Page never seems to

have a bit of dirt on hers. That was a cute movie last night. Would be fun to go on a cruise for a honeymoon. Saw just the dress I'd like to wear on a boat at night—moonlight 'n such—up in Jay's window. Costs a young fortune probably.

Guess I'll save my money and go on a Costa Rican cruise on my vacation. Maybe Dot will go with me. Heck! is that a "3" or "5"? Wish these men would write half way decently! Guess it's a "3". There's no tail on it to make it a "5". My eyes get sort of tired of all these figures. Guess I'll go to bed early tonight. Wonder if Bob will call up. Hope so. Goodness, this big machine is rickety. One–two–three–four–five–T-e-g-u-c- Just hates to space right. Oh my word—I forgot to put my shoes away. Mother will *know* I got my feet wet last night if she finds them placed so nicely under the radiator. They'll be stiff as boards, too. And of course she told me to wear rubbers. Oh well, maybe she will forget about it before I get home and I can put them away.

I'm hungry. 'Spose I should eat more breakfast. Guess I'll go to Polly Pratt's for lunch—good threedecker sandwiches there. Mr. Babcock is a nice looking man—nice, too. Always is so pleasant when he speaks. Life's really too short to be otherwise, though it's hard at times. Gracious, I'm getting philosophical. Hurray! that's done. Does look rather nice, if I do say so. I like red figures in a form—checkerboard effect. That didn't take very long. Now I—

"Miss——, want to take this letter?"

Research Department

Laboratory

AS a result of the Tropical Conference at Tela, Dr. Tewksbury proposes to put all we know about bananas in a Lefax, including statistics. This should justify an ad along the lines of "Fluent French in Ten Lessons," or "Play Jazz on a Piano without Studying Music,"—somewhat like the following:

DON'T NEGLECT *YOUR* BANANA EDUCATION

Let Dr. Tewksbury's little Lefax fill your cerebrum with dents as it teaches you easily and quickly at your desk about the Statistical Studies of the Research Department and the Ripening of Bananas.

Did you miss the Tropical Conference? That need not handicap you! Educate yourself in your spare time by simply twiddling the pages of Dr. Tewksbury's Statistical Data —all contained in a Lefax. No Monroe Calculators to hammer—just a mass of dizzy curves and diagrams that look like the Giant's Causeway in Ireland. Just a few minutes reading a day; you should be thankful it's no worse.

Carroll Greene admits without much hesitation that he supplied the data which Dr. Tewksbury stretched out into curves and zigzags for his Lefax. Let Mr. Greene tell his experience in his own words. You will profit by it. He is amazed at what he learned in the Research Laboratory.

You will be too.

Mr. Greene's Story

"Now that all the directors are here, let's get down to business."

Mr. Dellenbaugh was full of pep as he coughed and lighted up another cigarette. "————————!" said he, as he found he had forgotten his Lefax. "Well, I'll send a boy for it, gentlemen."

But time passed and you could see the directors getting more and more uneasy. Suddenly I bucked up courage and took Mr. Dellenbaugh aside.

"I supplied the ripening data for that Lefax. You don't need it, I'll tell these fellows how to ripen bananas."

I could see he didn't believe me. As he announced that I was to explain how to ripen bananas, I caught him winking at the directors. And what a roar they let out as I stood before them.

"He can't ripen bananas!" they all shouted.

"Give him a chance," said Mr. Dellenbaugh, "*maybe* he does know how to ripen bananas."

That settled it. There was no maybe about it. I raved through two hours, spouting technical terms. A tense silence fell on the directors. Suddenly I switched to other phases of the banana business. Everyone gasped. They forgot all about the Lefax. But soon, of course, they insisted that I tell them all about my new accomplishment. Where had I learned, and how, *The Secret of the Research Laboratory:*

"Have you ever heard of the Research Laboratory?" I asked.

A few of the directors looked dazed and nodded. "That's on State Street, isn't it?" they asked.

"Exactly," I replied.

"It doesn't seem possible," said someone.

"That's what I thought, too, but after working a few months in the Laboratory with this humble fruit I had learned so much that

I wasn't satisfied to stop. It was simply wonderful—beautiful humidifiers, trick thermometers and Orsats and all kinds of gadjits."

Then I told them how I had always longed to ripen bananas—how it almost spoiled my pleasure in living when I heard of others doing it—how envious I was because they could entertain the directors and I couldn't.

"Banana ripening was always one of those dreams that never come true until I worked in the Research Laboratory. But now, no more heavy looking on for me."

The Surest Way to Learn About Bananas

Profit by Mr. Greene's amazing experience! See for yourself how easy it is to ripen bananas. Try to get a Lefax from Dr. Tewksbury. Just try! And a visit to the Laboratory will cost you nothing. Experienced guides furnished. Ask for Mr. Poland.

The Chemical Laboratory recently had occasion to investigate a gasoline substitute. Fred Dale volunteered to use the fuel in his car and he reported the "pick-up" excellent.

It isn't that Cheney really likes to wear a derby, or that he wants to appear to be a man-about-town or what-have-you. It is purely a matter of economy. He bought the derby in a splurge of patriotism just before the November election, and rather than see good money go to waste he had it dyed.

The tropical phases of Research work are now represented among us by Mr. A. N. Hartman, who arrived on March 4 from Lancetilla, and by Dr. O. A. Reinking, who appeared on March 11 after having traveled among the Tropical Divisions since July of last year. Mr. Hartman is preparing reports on some of the projects of the Bureau of Agricultural Experiments, including numerous statistics which will probably be translated by Mr. Bailey into fearful and wonderful curves with countless convolutions and involutions to represent blood pressure (or sap pressure) in banana plants. Dr. Reinking will try to do six months' work on organization, annual reports and a myriad of other things in six or eight weeks and be off on his travels again.

When we had a heavy snow squall that looked like a young blizzard during the forenoon of March 7, Mr. Hartman found the occurrence a decided novelty, remarking that he had not seen any snow for nine years.

Mr. R. C. McQuiston, a chemical engineer who joined us in January and makes his headquarters here, is directing several interesting new lines of work at the State Street Laboratory.

The following verses were produced in answer to an obviously forged valentine, of which there is no copy available. As an admonition to other poets, it is reproduced herewith:

Poetic ingenuity
Oft ends but in fatuity
Especially when the poet
  Would sing another's song.
Such tokens of affection
Conveyed by indirection,
Might sometimes cause the poet
  To find himself in wrong.
But strictly as a valentine
Your product does show quite a line,
And cannot now or any time
  Be taken seriously.

Here we have an Accounting Department baby who seems to be a disciple of Izaak Walton. Anyway he's having a glorious time practising with goldfish. He is Roger Shaw, Jr., and is now a year and a half old and weighs 35 pounds. Some boy!

Our sincere sympathy is extended to Mr. P. K. Reynolds, Manager of the Publicity Department, on the death of his mother at Mr. Reynold's home in Brookline, Mass., on Friday morning, March 8.

Library Review

Business

NO-PAR STOCK, *by Carl B. Robbins.*

A volume in which the author deals in an authoritative manner with the legal, financial, economic, and accounting aspects of no-par stock.

Accounting

ACCOUNTING THEORY AND PRACTICE, *by Roy B. Kester. Volume II.*

A book by an authority (at present Professor of Accounting, School of Business, Columbia University) which deals principally with the subjects of no-par-value stock, consolidated statements, interpretation of the balance sheet, and liquidation.

History

THE PHILIPPINE ISLANDS, *by W. Cameron Forbes. 2 volumes.*

A comprehensive history of the Philippines —a masterly and authentic work by a man who, because he served for nearly four years as Governor-General of these islands, had a unique opportunity to study the Philippine situation from the inside.

A volume filled with pertinent facts and figures derived from original sources—a veritable compendium of Philippine history.

The book contains numerous illustrations.

OUR NEIGHBOR NICARAGUA, *by Floyd Cramer.*

A volume in which the author endeavors to reveal the underlying causes of present conditions in Nicaragua, and the part that America has played in the history of that republic.

Diplomacy

OUR RELATIONS TO THE NATIONS OF THE WESTERN HEMISPHERE, *by Charles Evans Hughes.*

A timely and authoritative study of our relations with Canada and with the Republics of Central America by the former Secretary of State of the United States, and one of the outstanding figures at the Conference of American Republics held in Havana in 1928.

Travel

THE FLIGHT OF THE SOUTHERN CROSS, *by C. E. Kingsford-Smith and C. T. P. Ulm.*

An exciting account of the experiences of the two Australian flyers and their American companions, Lyon and Warner, on the epic flight of the Southern Cross from California to Australia by way of Honolulu and Fiji.

A thrilling record of an eighty-five thousand mile trip by airplane across the Pacific—the greatest flight in the history of aviation.

Fiction

THE SILVER THORN, *by Hugh Walpole.*

A collection of fifteen notable stories which the author, one of the foremost of English novelists, has written with that finish, depth, and subtle humor which he invariably shows in his work.

ROME HAUL, *by Walter D. Edmonds.*

A pungent, humorous story—a reflection of the old days on the Erie Canal—centered in its tow ropes, its sturdy teams, and its picturesque and roving characters.

Reference Books

THE STATESMAN'S YEAR BOOK. 1928.

A statistical and historical annual of the states of the world for the year 1928, *giving for each state information on such subjects as: area and population; constitution and government; diplomatic representatives; towns; budget; railways; banks; money and credit; production and industry; agriculture; imports and exports; ports; weights and measures; and education.*

Magazine Articles

TRADE WITH OUR SOUTHERN NEIGHBORS, *by Victor M. Cutter. (Article in "The Colonist" for February,* 1929).

Mr. Cutter points out that the United States needs trade not so much with European manufacturing countries as with those Central and South American republics who can and do furnish us with rubber, nitrates, coffee, sugar, hardwoods, tropical fruits, hides, and wool.

He also points out that the Latin-American republics, though they have enormous potential wealth, are not as yet fully developed, are largely agricultural and mining, and so in turn need not only those manufactured goods —machinery, railway and road material, automobiles, etc.—with which we can furnish them, but also capital for public improvement

and equipment of all kinds to care for the tremendous economic development which has just begun in those countries.

Mr. Cutter also states in this article that the United States now looks upon a foreign market not as a place in which to dump those goods produced in excess of home market requirements, but as a permanent outlet for its goods. This being true, the South and Central American market should be looked upon in the same terms as the home market, and large corporations, with large amounts of capital, should be welcomed in these undeveloped countries, for this would mean responsibility and permanency, efficient management, service to customers, and benefit to the countries involved as well as to the stockholders.

THE CREDIT SITUATION IN LATIN AMERICA, *by W. W. Swingle. (Article in "Export Trade and Finance" for February 2,* 1929).

A study of the credit and collection conditions in Latin America, based on a survey conducted by the leading exporters who form the membership of the Credit Interchange Bureau of The National Association of Credit Men, an organization which makes from time to time a thorough check-up of foreign trade conditions from the point of view of credits.

ISSUES BETWEEN THE UNITED STATES AND MEXICO. *(Article in "Current History" for March,* 1929).

Part I—A View that Questions are still Unsettled, by Guy Stevens.

The author not only discusses the application of the petroleum law and the new alien land law to properties of American citizens in Mexico, but also draws a comparison of the relations which existed two years ago between the United States and Mexico with those which exist today.

Part II—A New Era of Peaceful Relations with Mexico, by Ernest Gruening.

The author not only endeavors to interpret the Morrow policy in Mexico, but shows the effect that this policy does and will have on the relations between the United States and Mexico.

AIRWAYS OVER LATIN AMERICA, *by William Young Boyd. (Article in "The Living Age" for March,* 1929)

A timely and interesting article in which the author, a member of the National Aviation Commission of Panama, states that the future of South and Central American transportation lies in a system of air lines which will center at Panama.

Some interesting comparisons are made as to the time necessary to cover certain routes by train and by airplane, as for example, the quickest time made between Havana and Panama (direct) prior to air service was three days, while at the present time it takes nine hours to cover this same territory by airplane.

Long Wharf

AT the annual meeting of the Propeller Club of the Port of Boston held on February 25, 1929, Mr. Frank E. Dresser, our popular Division Accountant, was elected Secretary-Treasurer of that organization for the coming year.

In addition to his short "Sea Stories" that appear as a regular feature in one of Boston's leading Sunday papers, Captain Geo. H. Grant of the S. S. *San Blas* has entered the radio field, and his recent broadcasts over Stations WBZ - WBZA - Boston - Springfield have proved very popular. The radio fans among us should listen in for the Captain's familiar "Cheerio."

We were all very pleasantly surprised by a short visit from Mr. J. Thos. O'Neill, Purchasing Agent, San Francisco Division, during the past month. "Tommie" is the same old boy, and he was kept busy exchanging greetings with his many friends at Long Wharf.

The passenger list of the S. S. *San Gil,* sailing from Boston on March 16, includes the name of Mr. T. H. McLeod of the Accounting Department, who has been transferred to the Havana Division. "Mac" was with us for two and a half years and during that time proved himself an apt and faithful worker, and this promotion is well deserved. It is rumored that there will now be plenty of room in the swimming tank at the University Club as Mac was a regular sea lion

and spent a good deal of his spare time there.

Another passenger on the *San Gil* was Mr. Ray E. White, Tropical man in training in the Accounting Department, who has been transferred to the Tela Railroad Company.

A hearty welcome was extended to Mr. Philip Leawood of the General Office who has been transferred to Long Wharf as Division Cashier. "Phil" is well known at Long Wharf and he has been kept busy renewing old acquaintances.

On March 11 another young man left our circle and headed due west. This time we refer to Mr. S. E. Brackett of the Accounting Department, who has been transferred to the San Francisco Division. "Stan" was a newcomer to us, but during his short stay he proved himself in every way a good fellow.

The following new employees have joined the Boston Division during the past month: Mr. F. C. Cuzner. Radio Clerk, Accounting Department; Messrs. Henry Landry and Thurler Landry (no family connection), Accounting Department; Messrs. Stanley Fortuna and Harold Evans, Accounting Department; Miss M. G. Corriveau, Radio Bureau, Accounting Department, transferred from the Radio Bureau at the General Office.

We were very glad to greet Mr. I. K. Ward, President of the FRUIT DISPATCH COMPANY, who paid us a short visit during the month. Mr. Ward is very popular at Long Wharf and the "welcome" sign is always out when he is in town.

Upon his return from New York on Saturday, March 2, Mr. L. W. Minchin was met on all sides with hearty congratulations upon his appointment as Vice President of the FRUIT DISPATCH COMPANY, effective March 1. Mr. Minchin has the 100 per cent. support of his organization at Long Wharf and to the last man we feel that in his new capacity he will more than justify the faith that the officers of the Company have in him.

Another visitor who dropped in on us during the month was Captain A. D. Livingston, Port Captain in New York, and although his visit was short it was a most pleasant one. We do not recall that Captain Livingston has been to Long Wharf since his last arrival on the S. S. *Carrillo* in April, 1920. Now that he has renewed acquaintances we hope to see him more often.

There was quite some excitement down in the Timekeeper's Office on Saturday morning, March 9, and upon investigating, we found that the boys had been busy congratulating Mr. Robert Mitchell upon the arrival of a baby daughter born on March 1. "Mitch" is very proud, and we don't blame him.

When the S. S. *San Blas* sailed from Boston on March 2, Miss Ruth Spofford, Secretary to the Manager, Long Wharf, was one of the passengers, en route to Tela, Honduras. She will have a happy time renewing acquaintances at Tela, for she was formerly employed there.

The New Assistant Treasurer of the United Fruit Company

ALAN M. MACINTIRE, recently appointed Assistant Treasurer of the UNITED FRUIT COMPANY, has the longing for the sea in his blood, despite the fact that for the last seventeen years he has handled with much success the many and varied insurance problems of the Company. Mr. MacIntire came with the UNITED FRUIT COMPANY in February, 1912 as a clerk. He was almost immediately assigned to insurance work and, with the exception of a two year tour of duty with the personnel department, has confined his activities to insurance.

When the World War came along he enlisted in the United States Navy and was commissioned ensign. Since resigning from the Navy Mr. MacIntire has followed his hobby by building ship models, of which he is an authority. In fact, his friends say that with one glance he can tell the difference between a model of the *Mayflower* and the celebrated *Half Moon* in which Henry Hudson discovered the Hudson River.

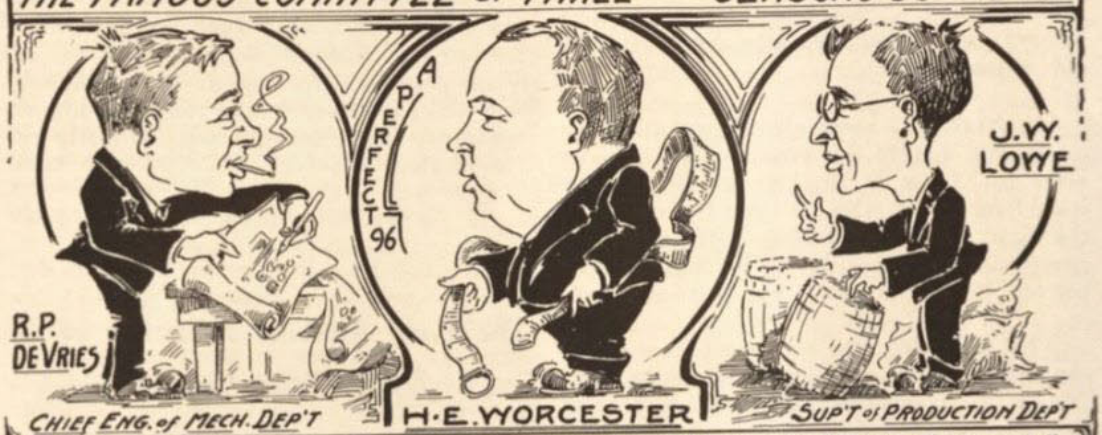
Mr. MacIntire is a resident of Waban. He has two children, was graduated from the Hyde Park High School and took a secretarial course at Burdette College in Boston. Delving into his personal life for a minute it can be said that Mr. MacIntire is amiable, helpful and a great favorite with the executives and departmental chiefs of the Company.

REVERE REVIEW

MECHANICAL DEP'T SERIES No 1

DEPARTAMENTO DE MECANICA SERIE No. 1

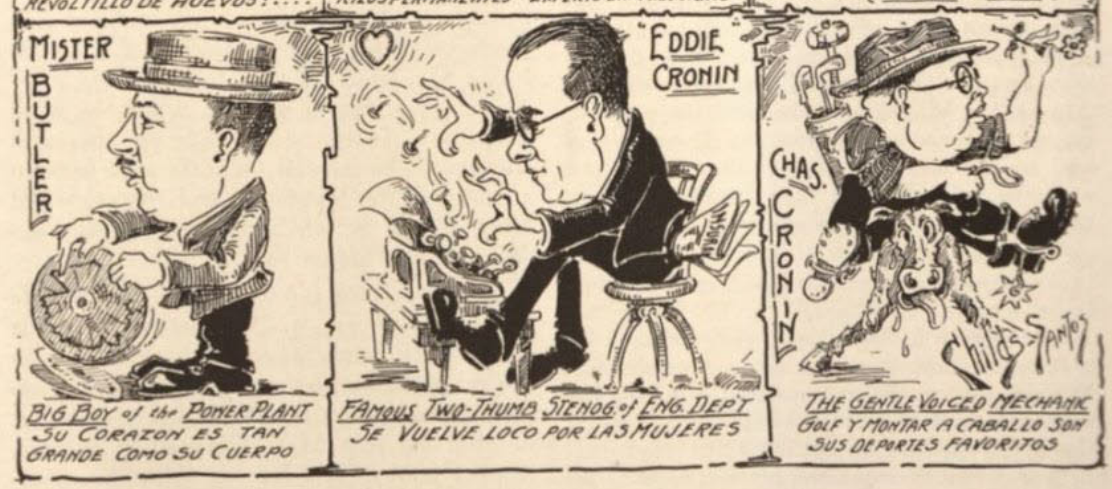
THE FAMOUS COMMITTEE of THREE — CENSORS SUPREME



CHIEF ENG. of MECH. DEP'T — H.E. WORCESTER — SUP'T of PRODUCTION DEP'T

"RIE, Y EL MUNDO RIE CONTIGO; LLORA, Y TU LLORAS SOLO"

THE "HE MAN" of HUDSON" — ¡Y COMO LE GUSTA EL REVOLTILLO DE HUEVOS!.... — MATHEMATICAL MARVEL of ENG. DEP'T — EL PRIMER HOMBRE EN ADOPTOR LOS "RIZOS PERMANENTES" - EXPERTO EN VELOCIDAD — ELECTRICAL WIZARD — SU DEPARTAMENTO 100 % CORRECTO - (ALGUNAS VECES)



BIG BOY of the POWER PLANT — SU CORAZON ES TAN GRANDE COMO SU CUERPO — FAMOUS TWO-THUMB STENOG. of ENG. DEP'T — SE VUELVE LOCO POR LAS MUJERES — THE GENTLE VOICED MECHANIC — GOLF Y MONTAR A CABALLO SON SUS DEPORTES FAVORITOS

New Orleans

NO two more enthusiastic passengers have ever climbed a Great White Fleet gangplank than Miss Robbie Lang of New Orleans and Miss Cora Lee Pomeroy of Galveston, who were chosen to represent their respective cities at the annual carnival celebration in Havana. The Misses Lang and Pomeroy joined the court of Señorita Librada Carmen Flores, who reigned as queen of the 1929 fiesta. A reception in Chateau Madrid and a nine day series of social events among the elect of Cuba were all hugely enjoyed by the Louisiana and Texas beauties, but both praised particularly the superior service and accommodations of the Great White Fleet. "It was the most delightful prelude to our adventure and truly a touch of home and the indescribable comfort of the South," they declared.

The photograph shows Mr. Crawford H. Ellis, Vice-President of the UNITED FRUIT COMPANY, greeting the southern beauties on board the S. S. *Turrialba*.

Consider the File Clerk!

IN large offices where various and sundry heads of departments and sub-chiefs dictate letters by the score and the day's grist goes into a hopper for the file clerk to wrestle with, that individual must mind his or her p's and q's so that when called upon for the files as replies are received there need be no delay in locating the papers, with consequent loss of time and annoyance to all concerned. While filing systems theoretically perfect have been devised, in practice they often fall short of success. One cause of failure, and perhaps the most common, is lack of cooperation on the part of those who dictate mail, rather than defects in the filing system itself or fault on the part of the file clerk. With the hope that they may attract the notice of those who are in position to lessen the difficulties of the file clerk, and at the same time avoid inconvenience and loss of patience to themselves, the following few suggestions are respectfully offered:

In replying to a letter, refer to its date, i. e., mention the date specifically instead of saying "recent date." A tendency is noted on the part of some to plunge directly into the subject matter of the letter without any direct reference to the communication being answered.

If the letter received bears a subject and file number, quote the subject, or in lieu thereof one of your own choosing that matches it, and refer to your correspondent's file number, including letter, syllable or word prefix or affix, if any are shown.

When reverting to former correspondence, give the date of letter received, or written, to which special reference is made, with subject or file number, for ready identification. Quoting dates of the latest letter to and from your correspondent greatly facilitates location of the file.

Whenever practicable, write a separate letter regarding each separate and distinct subject, and follow the same practice in answering correspondence.

Radio Department

Mr. John E. Hayes, Chief Operator at "WNU," recently returned from vacation wearing his usual smile. John states that the lure of his mother's cooking kept him in town.

Mr. Frank Dean, one of our star ship operators, has been assigned to the Almirante Radio Station, where he will take up his new duties under Mr. Connolly.

We have received word that Mr. J. C. Drouilhet, Chief Operator of the S.S. *Cas-*

tilla, is the proud father of a baby girl, Noel, born on September 15, 1928.

Mr. and Mrs. L. E. Carrington received a new member into their family on December 14, 1928, when a baby girl was left at their home by the well known long-legged bird.

Mr. C. B. Courtney, Radio Operator, Managua Station, left New Orleans on the S.S. *Heredia* January 12, after spending an enjoyable vacation in Lake Charles, La.

Word has reached us that Mr. A. L. Meggers, formerly Chief Operator at Swan Island and now on leave of absence, and his brother Marvin, were in an automobile accident on December 27, 1928. We are glad to know that neither was very seriously injured and we wish them a speedy recovery.

Mr. L. S. Parkin, Chief Operator of the S.S. *Heredia,* has been temporarily assigned Assistant Radio Inspector, New Orleans Division.

Fruit Dispatch Company

THE Fruit Dispatch Company takes especial pleasure in presenting to our readers Mr. Wm. H. Harding, Chief Inspector and Weigher of Bananas of the New Orleans Board of Trade, Ltd., the "G. O. M." of the banana industry, New Orleans.

Mr. Harding was born in Dover, England, and his first experience in the business world was as a grocer's clerk, at which he served an apprenticeship in the great city of London, before deciding to seek his fortune in the United States. For some years after arriving in this country Mr. Harding followed the grocery business in New York City. In 1890 he went to New Orleans to accept a position under Mr. L. C. Fallon, representative of J. L. Phipps & Company, one of the several early importers of bananas. Mr. Harding remained in the employ of Phipps & Company until 1892, when he entered the service, as head clerk, of Mr. John G. Woods, New Orleans representative of the firm of Hoadley & Company, New York, also pioneers in the importation of bananas through the port of New Orleans, in whose employ he continued until the spring of 1899, when he went with Snyder Bros.

Mr. Harding became connected with the Fruit Dispatch Company in October, 1899, and from February, 1900 to September, 1911 was Superintendent of Messengers at New Orleans. His ability, experience and unquestioned personal integrity eminently fitting him for the position, he was recommended for and received the appointment as Chief Inspector and Weigher of Bananas of the New Orleans Board of Trade, Ltd., when that organization established a bureau for the inspection and weighing of bananas in the fall of 1911.

MR. C. J. PEIRCE, who has been in charge of the Banana Selling Company for the past several years, in February returned to the New Orleans office of the FRUIT DISPATCH COMPANY as Assistant Manager of the Southern Division.

Mr. Peirce entered the service in September, 1903, as office boy for the UNITED FRUIT COMPANY at Mobile, and in November, 1905, was taken over by the FRUIT DISPATCH COMPANY as a clerk in the Mobile office. His application and aptitude early coming to the attention of his superiors, he was transferred to the New Orleans office on April 1, 1906, where there was greater need for his services and broader opportunity for training and for the development of his promising capability along lines leading to the enhancement of his general usefulness and future value to the Company.

We congratulate Mr. Peirce on his well-deserved advancement.

Mr. Peirce's successor with the Banana Selling Company is Mr. C. C. Constantine, heretofore Local Manager of that Company at Mobile. Our congratulations are extended to him and to J. F. Howell, promoted

to the vacancy at Mobile brought about by the transfer of Mr. Constantine to New Orleans.

The New Orleans office was glad to receive a visit from Mr. L. W. Udell, Treasurer, UNITED FRUIT COMPANY, during the month of February. We also had the pleasure of seeing Mr. C. I. Sterling, Auditor, the early part of March. Mr. Wm. M. Penick, Traffic Manager of the FRUIT DISPATCH COMPANY, also recently spent a day or two with us. Mr. Penick is well and pleasantly remembered at New Orleans, as it was here that he began his service with the Company and won the lasting regard of all.

Sincere though rather belated felicitations are extended to Mr. R. R. Cooper, Resident Messenger, Jacksonville, Fla., on his marriage to Miss Lydia T. Woodhed, of that city. We have recently been advised by Mr. Cooper that the wedding took place on September 7 last, but that Mrs. Cooper was then in business in Jacksonville, and desiring to retain her position for a while, decided to keep the wedding a secret. We take it that this betokens thrift on the part of the bride, and we feel that Resident Messenger Cooper is to be doubly congratulated.

The Board of Governors of the Unifruitco Club of New Orleans for 1929

Bottom Row: B. W. Walther, M. P. Tosso, Jr., Miss Winnie Schultz, J. J. Cantrelle, Miss E. Larmann, T. Nastasi, J. H. Hammel
Middle Row: R. Barcenas, E. J. Collins, W. V. Dalferes, R. M. Dufour, W. J. McCauley, E. L. Kuhne, R. H. Nestler
Top Row: W. W. Resor, J. Johannsen, J. J. O'Neill, J. F. Dickey, E. W. Schroeder, H. J. Fricken
Not in the picture: P. R. Mealy, F. B. Chambers

In this sketch Mr. Childs supplies the key to the puzzle picture printed in the March number. Of course the first picture of the series would give us that well-known word, "Bananas".

"Have you ever loved before?"

"No, John; I have often admired men for their strength, courage, good looks or intelligence, but with you, dear, it is all love, nothing else."

"The engine's missing again," he groaned.

"Good gracious!" she cried, "where do you suppose we dropped it?"

Philadelphia

WE were pleased to have with us recently a member of our Executive Committee and of the Board of Directors, Mr. Francis R. Hart.

Mr. Watson requested our guest to say a few words to the employees of the Division, assembled for that purpose. Mr. Hart spoke briefly of the changes that had taken place in the Company since the time, a great many years ago, when it was his custom to spend his vacations from college stringing telephone lines at Jamaica. He also commented on that highly prized possession of the Company, something which he pointed out money could not buy—the great loyalty of its employees.

After Mr. Hart had concluded his short talk, Mr. Watson introduced each employee to him, and he expressed surprise that there were so many at this Division whose service extended over a period of twenty or twenty-five years, or more. When informed that Miss Lillian H. Schmitz had cast her lot with us over twenty-seven years ago, Mr. Hart gallantly remarked that she did not look that old, and that he was convinced her nurse must have brought her to the office in a perambulator during the first few years of her employment with this Company.

It is with regret that we announce the death on February 4, 1929, of Mr. William B. Wharton, who faithfully served this Division in the capacity of Watchman and Utility Man for over ten years, and for many years prior to this, as an outside cargo checker.

It is quite possible that an injury sustained when he was struck by an automobile a few weeks previously may have had something to do with Mr. Wharton's sudden demise. At any rate, when he was called for breakfast on the morning of February 4, it was found that he had passed away during the night.

SOME of the employees of this Division are devoting one night a week for a social get-together, and for seeking "bigger and better bowlers."

On the night scheduled for the opening of the "Banana Maple Crashers Tournament" only four turned out, which, although disheartening, did not discourage the promoters. Having stimulated enthusiasm and competition before the next bowling night, we were rewarded with a turnout of eleven, and the following week fifteen employees were on hand to spin the ball down the highly polished alleys with a crash, amid mingled jeers and jests.

Since the tournament started we have seen more wrong ways to hold and throw a ball than there are red bananas in Jamaica, and after three weeks—twelve games—our Statistical Committee announces the following averages:

"Two-Watt" Everett of the M. & W. Department is leading with 148, closely followed by "Hairless Howard" Myers, also of the M. & W. Department, with 142. Then comes our demon Cashier, "The Terrible Turk" Terry, averaging 128. The Scotchman of the Accounting Department, "Lefty Lou" Drumel, the southpaw with the roundhouse curve, is averaging 127, followed by Rupertus of the Selectors Department, who is also bowling 127. Our inimitable comic opera pals, Gus Keirans and Jack Coyle, are battling for the next place, with Coyle having the edge as his average is 127, and Keirans with 117. Newell of the M. & W. Department is averaging 117, and "Raskob" Rathbone 107. The Selectors Department has another member in "Smoke Ball" Dill, who is next in line with an average of 96, and we wouldn't want to be the pin boy on the alley he rolls, for when he lets that ball go, it goes, and when those pins crash, they stay crashed. The M. & W. Department has another member in King, whose average is 95, and Phil Holler, the Chief Clerk, is averaging 90. Our Resident Inspector, Smyth, finds it hard to make more than nine pins on any one ball, so he has acquired the nickname of "Nine Pins" Smyth. His average is 82, and he is closely followed by the midget of the Division, Wetherby, whose average is 81. "Mike" is so small that were he to stand at the opposite end of the alley the pin boy would think he had one pin too many. The last, as far as averages are concerned, is our rotund member of the Accounting Department, Meehan, whose average is 74.

Everyone is anxiously awaiting the next meeting of the Banana Maple Crashers Tournament, and if anything interesting takes place we will rush it to print.

New York

Manager's Office

A WORKING knowledge of Spanish is becoming more and more necessary to the success of employees and the development of the Company. In order to afford a practical realization of this requirement, a new Spanish class, sponsored by Mr. Keating, was begun February 18 in the New York Division.

A group of thirty employees, including all men in training for transfer to the Tropical Divisions, was selected from the various Departments, and these men are now taking advantage of free instruction in Spanish, meeting twice weekly in the Passenger Waiting Room on Pier 9. There are two classes of fifteen each, the first meeting on Monday and Thursday, and the second on Tuesday and Friday, evenings.

Señor Gil R. Ponce, former Assistant Secretary of the Treasury of Panama, and now teacher of Spanish in New York City, was chosen by the Manager's Office as instructor. He is using the Cortina method of teaching Spanish to beginners. Since the classes are small and the lessons frequent, great progress should be shown by the selected employees under Señor Ponce's instruction, and the pupils being tutored for tropical work should shortly be ready for advanced courses.

Accounting Department

IT is interesting to note how quickly a conversation ceases upon the approach of the UNIFRUITCO Reporter in this Department. To those skeptical ones we wish to state right here that gossip is not what we are after. The news we desire to send to the magazine should come under one of the following headings: Things that happened; things that are happening; things that might happen; things that would have happened if something else had not happened. In view of our high journalistic standard, it can readily be seen that no one should have any fear of injustice being done.

At the Hotel Pennsylvania on Saturday, March 2, a farewell luncheon was given by the Misses Kathryn Lawless, Emma Stannard, Adele Schultz, Claire Becker, Mary Monahan, Helen Kelleher and Mrs. Ina Brown, in honor of Miss Mildred Kirchmer, our Confidential Clerk, who leaves us to be married on April 3.

The lunch was enjoyed by all except Miss Kirchmer, who was so excited that she swallowed her napkin and left her ice cream.

Miss Lawless, after a speech that would have cost $342.78 had it been sent by telegram, presented Mildred with a large package containing "wearables"—a gift from the girls. The bride-to-be was also the recipient of other miscellaneous gifts including a mop, a broom, stove-polish, etc., all of which will become useful after the big date.

We wish Miss Kirchmer oodles of joy and happiness.

A surprise at the luncheon occurred when Miss Claire Becker, our Chief File Clerk, not to be outdone by the Misses Kirchmer and Anne S. Morrow, announced her engagement to our own Bill Keppler of the Freight Accounting Bureau. The beautiful solitaire which Claire displayed made everyone envious. Our heartiest congratulations to Claire and Bill. This proves that not only friendship, but love, actually exists among the workers of the Accounting Department.

Mr. Earl D. Lovejoy, formerly of the Accounting Department and also from the Costa Rica Division, but now at the General Office, Boston, paid us a short visit. Earl is looking fine and we were glad to see him. However, that mustache he now wears did not fool any one. We know him too well.

Miss Elsie Hertle of the Purchasing Accounting Bureau, who recently returned to us after a three months' trip abroad, receives the admiration of her friends whenever she displays one of the many frocks which she brought back with her. What we are anxiously waiting for, however, is the bathing season, so that Miss Hertle will have the opportunity of exhibiting one of the European bathing suits about which she wrote us.

Passenger Department

THE annual dinner of the UNITED FRUIT COMPANY to the members of the New York Ship News Reporters' Association was held on board the S. S. *Pastores,* Wednesday eve-

ning, February 20. President Cutter welcomed the guests, and his address was followed by short talks by Vice Presidents Doswell and O'Hearn, Advertising Manager Harris and other officials of the Company. President Lanehart of the Ship News Reporters Association expressed his pleasure and that of his associates at being with us again and the hope that the UNITED FRUIT COMPANY would continue its wonderful growth for many years to come. The affair closed with a little talk by Harry Acton, of "Over the Gangplank" fame.

Notables and ships on which they sailed:

S. S. *Santa Marta* from New York February 13—English Cricket Team Party, consisting of 13 persons, en route from England to Jamaica for cricket tournament.

S. S. *Calamares* from New York February 16—Mr. F. E. Morales, former American Minister to Honduras, en route to Havana on a vacation trip; Mr. T. O. Muller, President of the Atlantic Navigation Company, wife and daughter, for Havana; Mr. H. W. Chambers, Manager, Payroll Department, New York Central Lines, and wife, for the Costa Rican Cruise.

S. S. *Metapan* from New York February 20—Mr. K. H. Fulton, President of the General Outdoor Advertising Company, and wife, en route to Kingston on a vacation trip; Mr. A. H. Weisgerber, Secretary-Treasurer of the Andian National Corporation, Toronto, Canada, en route to Cartagena, accompanied by Mr. G. C. McConnell, of the same company; Mrs. H. E. Worcester and two sons, family of Mr. H. E. Worcester, Vice President of the Revere Sugar Refinery, en route to Kingston.

S. S. *Pastores* from New York February 23—Mr. H. A. Worcester, Vice President of the Big Four Railway, and wife, for the Costa Rican Cruise; Dartmouth College Club Party, numbering 16 persons, for the Costa Rican Cruise.

S. S. *Carrillo* from New York March 2—Mr. Irvin Cadmus, Director, Fruit Dispatch Company, and party, en route to Puerto Barrios; Mr. Thomas Bradshaw, Manager of the Colombia Division, UNITED FRUIT COMPANY, and wife, en route to Kingston; Mr. L. F. Cotie, former American Vice Consul at Santa Marta, Colombia, en route to Puerto Castilla to act, temporarily, as American Consul at that port; Mr. F. Hubbell and wife, en route to Kingston (Mrs. Hubbell is a feature writer for the Cleveland, O., *Plaindealer*).

Arrivals at New York:

S. S. *Metapan* February 14—Major General Preston Brown; Mr. C. V. Lindo and family; Mrs. Jane West and Miss Jane West.

S. S. *Pastores* February 17—Mrs. G. P. Chittenden and son, Master Thomas, family of Mr. G. P. Chittenden, Vice President, UNITED FRUIT COMPANY.

S. S. *Zacapa* February 28—Misses Selma and Yola Arosemena, daughters of the President of Panama.

S. S. *Toloa* March 3—Mr. Francis R. Hart, member of the Board of Directors, UNITED FRUIT COMPANY.

Purchasing Department

MR. R. G. R. VAN DIEPEN, Superintendent of Agriculture, Banes Division, and Mrs. Van Diepen, arrived on the S. S. *Carrilo* recently for a stay of about two weeks before returning to Cuba.

Freight Traffic Department

MR. RUSSELL EUGENE BUCHANAN has been transferred from the New York office of the Freight Traffic Department to the San Francisco Division, and left on March 14 with Mrs. Buchanan, to immediately assume his new duties upon arrival at the Pacific Coast.

Last year Mr. Buchanan was transferred to the Freight Traffic office from the Freight Forwarding Department, and he will undertake similar work in San Francisco.

The good wishes of the Department go with him across the continent for success in his new responsibilities.

We were delighted to see Mr. Frank J. Chase, who was up from Havana for a week's visit. Mr. Chase has now been permanently transferred to the Freight Traffic Department in Havana and he returned there on the *Toloa* on March 9.

Freight Terminal Department

JOHN LYTLE, until recently connected with our Intransit Bureau, is sporting a nice new uniform bearing the insignia of the Pursers Department. John is being educated for our San Francisco service and from what we hear he has the makings of a splendid purser. Lots of luck John.

The files in the Freight Terminal Department are in much demand these days. Our new File Clerk is Miss Barbara Gorton, who joined our ranks on February 14. We welcome Miss Gorton and hope she will enjoy being one of us.

Morgan Tunison has returned to the fold. For the past six months he has been located in our Chicago office but due to illness he has returned to New York. Not such a bad place, little ole New York—is it, Morgan?

Mr. C. F. Anderson was so interested in an article which appeared in a recent issue of the UNIFRUITCO Magazine that he rode some twenty blocks beyond his destination. Mr. Anderson feels that the knowledge he gained from the article was well worth the additional fare he had to pay.

Miss Olga Goldsmith has been elected Governor of the UNIFRUITCO Club of New York to succeed Miss Maher, resigned. Miss Goldsmith is a popular young lady at Pier Nine and with such a pleasing personality she should experience little or no difficulty in securing the full cooperation of the members of her section—the Freight Terminal—Claim Departments.

Photo of "The Radio News Girl" taken aboard the S. S. "Metapan" recently. This costume was designed by one of the cruise passengers and worn at a costume dance. The costume is composed entirely of Radiogram News Bulletins prepared aboard

Research Department, Marine Division, Pier 15 E. R.

MR. SAMUEL STEWART, Fruit Observer and prodigious consumer of Philadelphia hand-made cigars and "curry and rice," has been transferred to Los Angeles as Port Fruit Observer and Dealers Service man. Sam has already made several trips to this very popular Division and when opportunity came along he held the door wide open. If he makes himself as popular with the trade as he is with his fellow employees he is bound to make a success of his new assignment.

Mr. John H. Murcott announces that he is the father of a baby boy, one month old and full of pep—especially during the early morning hours.

Mr. Frank Rolston has returned to the Inspection Department after a brief career as Fruit Transportation Observer.

Fruit Dispatch Company

Mr. Ward and Party Visit Friends in Canadian Provinces

BY L. E. COURT

ON February 11 several of the members of the Fruit Dispatch and United Fruit families declared a holiday—a holiday almost a week long. Mr. Ward could no longer resist the desire to meet our friends in the Canadian Maritime Provinces of whom Mr. Minchin had so often spoken to him, and just the mention of his proposed trip with Mr. Minchin so filled Messrs. O'Hearn, Porter, Gough and Court with envy that they too were tempted to go. As the best way to overcome temptation is to yield to it—yield they did. All of the party have now returned with many happy and lasting memories of a very pleasant sojourn in the country of Evangeline.

At Saint John the party was met not only by our jobbers en masse, but they were most hospitably received by the Saint John Harbor Board, officials of the Canadian Pacific Railroad and many others. During the afternoon, as guests of the Harbor Board, a tour of inspection was made of the harbor and its wonderful facilities were pointed out. In the evening a get-together dinner was given at the

Hotel Admiral Beatty, with Mr. Minchin presiding. The dinner, with good-fellowship and humor prevailing, cemented still closer the unusually pleasant trade relations of many years standing. It proved to be a most enjoyable occasion, but it hardly resembled a church supper. Railroad and harbor facilities were discussed in anticipation of the impending importations direct into Saint John from Jamaica, and, needless to say, many amusing yarns were told, and toasts and mutual pledges of loyalty and continued enthusiastic cooperation were given.

Although our officials basked in the warmth and joyousness of these loyal and friendly assurances they did not assume the attitude that it is better to receive than to give, and Mr. Ward confided to our friends a very clear outline of the Company's proposed plans for importing bananas into Saint John and Halifax this coming season for distribution throughout Eastern Canada by the recently formed Canadian Banana Company, Ltd. It was a big and strenuous evening, but bright and early the next morning Messrs. Ward, Minchin and O'Hearn quietly slipped out of the hotel like three modern musketeers to play the Romeo Act by visiting the wives of the jobbers, the husbands acting as obliging chauffeurs.

At noon on the 13th the party left for Halifax, where another royal welcome awaited them. Accompanied by some of our Halifax jobbers and as guests of the Halifax Harbor Commission, they "did" Halifax, making special note of the fine harbor, piers, railroad facilities, cold storage plants, etc., in anticipation of operations there.

IN the evening the Lord Nelson Hotel was the scene of another get-together-get-acquainted dinner with our Halifax friends, Mr. Minchin again master of ceremonies. The toastmaster certainly kept things lively with his spontaneous wit and humor, ably assisted by the aptly phrased anecdotes of Mr. O'Hearn. Nobody escaped—not even Mr. Porter nor the jobbers—all had to take their share of the good-natured gibes, quips and sallies that the toastmaster got over. But they had a laugh on Mr. Minchin too, for in preparing for his trip into the "Far North Country" as referred to some time ago in Fruit Dispatch, he made a special shopping tour to one of the Boston department stores and purchased some red flannels. He must have had some of the old classics in mind, such as "The Cremation of Sam Magee". At any rate, he quite emphatically expressed his surprise at the mild weather in this "Far North Country" and found it necessary to discard his lumberjack attire.

On the return journey it was the good fortune of our Company emissaries to visit Moncton, where Stan Keays and Mr. Healey met the crowd and saw to it that they used to good advantage the half-hour stop-over allotted them by the railroad. Mr. Ward soon learned that the old adage "Ask and it shall be given" still holds good in the Maritimes, as a casual remark of his in Saint John that it had been a long time since he had had a real good apple brought a box of fine New Brunswick apples from Mr. Healey to the entire party at Moncton. Possibly somebody made a similar remark regarding peanuts, for when the crowd left, their pockets were bulging with Mr. Tennant's fresh roasted peanuts.

The party returned to Saint John, where they were again met by the "gang" and put in a very lively fifty minutes before they reluctantly started on their return trip. Saturday morning, February 16, they arrived in Boston—Mr. Ward looking the youngest of the crowd; Mr. O'Hearn, though slightly haggard, well satisfied with the results of the trip; Mr. Porter, ditto; Mr. Minchin, ditto, and still able to talk with enthusiasm.

Mr. John Hart of the Fruit Dispatch Company, Pier 15, East River, is the parent of a baby boy who tipped the scales at 9 pounds, 4 ounces. "Condition excellent—quality ditto"—sez "Chick."

New Employees

N. R. Murray, employed as Junior Clerk, Fruit Dispatch Accounting Bureau, New Orleans.

John M. O'Brien, Jr., employed as Clerk, Fruit Dispatch Accounting Bureau, New Orleans.

Miss Eileen M. Hardwick, Stenographer, Credit and Claim Department, New York.

Charles Black, Jr., Messenger, New Orleans.

Carl D. Train, Messenger, New Orleans.

Warren B. Landry, Messenger, New Orleans.

Fred O. Tangeman, Cashier, Fort Wayne Branch.

UNIFRUITCO

May
1929

Vol. IV
No. 10

M. E. Schoen
Editor

Business and Bonds in the Caribbean—Address Before the Bond Club of Boston
By VICTOR M. CUTTER

Tales of the Great White Fleet
The *San Jose*, the *Limon*, and the *Esparta*

History of Malaria and Results of Control Measures in the Preston Division
Chapter II
By P. MALARET, JR., M.D.

Passenger Inquiries
By JOHN E. HENRY

Spanish Translation of Dr. Malaret's Article on Malaria—Chapter I

A Cane Fire in the Preston Division
By E. S. WALKER

Plant Performance Records
By WILSON POPENOE and A. N. HARTMAN

United Fruit Company Goes "On The Air"

Published Monthly by United Fruit Company

For Employees in all Branches of its Service

UNITED FRUIT COMPANY
BOSTON MASSACHUSETTS.